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**HEAVY SENTENCE ON HATRY.**

**PENAL SERVITUDE FOR FOURTEEN YEARS.**

**MOST APPALLING FRAUDS IN BRITISH HISTORY.**

**COLLEAGUES' FATE.**

London, Jan. 24.  
Terminating in dramatic circumstances, all the defendants withdrawing, without warning, their pleas of not guilty, and substituting pleas of guilty, the trial at the Old Bailey of Clarence Hatry and his three co-defendants, Edmund Daniels, John Graham Goodfellow Dixon and Albert Edward Tabor closed to-day.

Mr. Justice Avey passed sentence of fourteen years' penal servitude on Hatry, seven years' penal servitude on Daniels, five years on Dixon and three years on Tabor.

Various sentences were imposed upon the other counts in the indictment, but they ran concurrently and the effect of them is that during the first two years of the main sentence, each prisoner will undergo hard labour.

Mr. Justice Avey described the frauds as the most appalling that have ever disgraced the commercial reputation of Great Britain.

Defendants faced charges of extensive forgeries and frauds, involving over two million pounds.

**Forged Certificates.**

The main counts against them were all directors of what was known as the Hatry group of companies—were that they conspired together to forge certificates of the stock of the Corporations of Swindon, Gloucester and Wakefield on which they raised £789,000, and that they fraudulently withheld or appropriated a further sum of over £822,000 which they received for the genuine stock of these three Corporations.

Sir Gilbert Garnsey, the noted accountant, in the course of his evidence stated that the following amounts were owing to corporations:

Wakefield	£333,219.
Gloucester	£253,799.
Swindon	£251,171.

**Enormous Liabilities.**

Taking the whole of the companies under Hatry's control, he stated that the total figure of outside unsecured liabilities expected to rank was approximately £12,500,000, to which must be added the portions of the share capitals held by the outside public of £1,200,000 giving a grand total of unsecured claims of £13,700,000.

There was very little reasonable chance of a dividend, and there would certainly be nothing for the shareholders.

**Gladini Blamed.**

An emotional speech by Mr. Norman Birkett, K.C. (for Hatry) temporarily hushed the Old Bailey. He declared that Hatry's action was a "shining desire to protect other people." He alleged that it was Gladini (the Italian director who fled) who first suggested the duplication of stock.

Gladini threatened to blow out his brains immediately if a decision was not taken immediately to transfer shares.

The other defendants, he said, protested, but Hatry assured them that he was undertaking negotiations which enable the duplicate stock to be immediately redeemed.

"Those negotiations," added Mr. Birkett, "were actually successful, but they were too late."

**Hatry's Earlier Statement.**

It will be recalled that before Hatry was committed for trial he made a dramatic statement from the dock in the course of which he said:

"My name has become a by-word, and when I leave prison, whenever that may be, my punishment will begin all over again."

**CLARENCE HATRY.**



Clarence Hatry, the City financier, who was sent to penal servitude for fourteen years at the Old Bailey yesterday on charges of forgery and fraud.

**BRITISH OFFICER ARRESTED.**

**FIRST EXTRALITY TEST CASE AT HANKOW.**

**CONSUL INTERVENES.**

Hankow, Jan. 25.  
The first extrality test case, resulting in the arrest of a British naval officer, has arisen here.

It seems that Pay Commander McBride, of the Naval Office, was driving a motor-car when he ran over a Chinese boy, aged sixteen years, who was at the time cycling. The boy was killed.

Subsequently, Commander McBride was arrested by the Chinese police and taken to the Native City. Representations were later made by the British consular authorities, with the result that the Commander was released by the Mayor, Mr. Liu.

The case is naturally arousing much interest in view of the National Government's recent declaration abolishing the extrality system on January 1st.—*Reuter.*

**SUDDEN DEATH OF CAPT. ARTHUR.**

**A WELL-KNOWN RESIDENT PASSES AWAY.**

Just before going to press, we learn with regret of the death of Captain G. D. Arthur, a partner in the well-known firm of Carmichael and Clarke, of Queen's Buildings.

Captain Arthur appeared in his usual health yesterday when he met many friends and acquaintances and his sudden death has come as a profound shock. He passed away at his residence in Nathan Road, Kowloon, this morning from heart failure.

The late Captain Arthur was formerly in the service of the Blue Funnel Line on vessels running to the Far East. Many years ago he left the mercantile service and joined the Union Insurance Society of Canton. After several years' service with that company, he became a partner in Messrs. Carmichael and Clarke in 1922, joining Mr. T.G.H. Brayfield, the present principal.

The late Captain Arthur was universally liked and had many friends in the Colony and other parts of the East. The funeral will take place to-morrow at 4 p.m.

the time that I was saving the situation and thereby protecting my creditors.

"Sir Gilbert Garnsey has told you that not one penny of the money irregularly raised has gone into any of our pockets. So long as I am given the opportunity to prove, as I will have no difficulty in doing that, crazy as appear to have been my actions in the light of subsequent developments, I was actuated solely by a desire to do the right thing, and that my motives were clean and creditable, then I will take whatever punishment is in store for me, and I shall not complain."

Tabor was to-day found not guilty of being involved in certain fraudulent transactions, mentioned in one of the counts.—*Reuter and British Wireless.*

**BLAZE ON DANISH VESSEL.**

**OUTBREAK ON THE M/S BINTANG.**

**FIRE FLOAT ENGAGED FOR OVER AN HOUR.**

**BRIGADE'S GOOD WORK.**

Only prompt work by the Hongkong Fire Brigade averted a very serious outbreak of fire on board the Danish motor-ship *Bintang* in the early hours of this morning. An outbreak occurred round about 5.30 a.m. in the after-part of the vessel and threatened for some time to involve a large cargo of teak wood and rice.

It was nearly an hour before the volumes of water poured into the vessel's holds had the desired effect, and it was some time later before the blaze was finally subdued.

The *Bintang* is lying at Buoy C.35.

**Soon Subdued.**

On the outbreak being discovered, the Fire Brigade was immediately informed and No. 1 fire float was rushed to the ship. Supt. T. H. Brookes personally took charge of the float and directed the whole of the operations.

The blaze was subdued in a little over an hour, with comparatively little damage.

The fire commenced between two holds, and is believed to have originated in a pile of cordage, which comprised part of the vessel's cargo.

**REAPPEARANCE OF THE IRONSIDES.**

**Junction Effected With Kwangsi Forces.**

**WUCHOW THREATENED.**

It is reported, according to news reaching Hongkong, that General Chang Fat-kwei, the Ironsides leader, has gathered together the remnants of his troops and has effected a junction with Kwangsi forces. These combined forces are now said to be threatening Wuchow.

At the moment, Wuchow is quiet, but communications between that port and Nanning are severed.

Had the fire spread, it is certain that rice and teakwood, which comprised the bulk of the cargo in the holds, would have burned like tinder, and great damage would have been done to the steamer.

**Danger Averted.**

Fortunately, however, in spite of dense smoke, the firemen were able to get at the heart of the blaze, and careful handling averted a dangerous situation.

Most of the damage was caused by the quantity of water that had to be poured into the burning cargo to prevent the spread of the fire, but, as mentioned above, the damage caused by fire and water was not serious.

Local Agents.

The *Bintang* is a Danish motor vessel of 2,779 tons (gross). She is commanded by Captain V.L. Reister, and is owned by a Copenhagen company, the local agents for which are Messrs. John Manners & Co., Ltd.

She arrived here from Holbow at 7 a.m. on Thursday, and has been discharging cargo since that time.

**BAN ON PARROTS.**

**PRESIDENT HOOVER ISSUES PROCLAMATION.**

Washington, Jan. 24.  
President Hoover has issued a Proclamation prohibiting the importation of parrots from South America owing to the recent outbreaks of psittacosis in the United States.—*Reuter's American Service.*

**SLAVERY SYSTEM IN CEYLON.**

**LADY SIMON NOW RELENTS A LITTLE.**

**HONGKONG INVOLVED.**

London, Jan. 24.  
Lady Simon, the wife of Sir John Simon, the noted Liberal leader and head of the Simon Commission, in the course of a speech at Wellington to-day, made reference to a recent address in which she indicated her intention of stirring a crusade against Ceylon tea in order to induce the Ceylonese to put an end to slavery. Lady Simon's remarks in that particular speech aroused a strong chorus of protest in Ceylon, and to-day she emphasised that she had always distinguished between open and avowed slavery such as existed in Arabia, Abyssinia, and the abuses arising from any system of child adoption for domestic purposes.

The child adoption system, she said, might not amount to slavery, but it might involve serfdom and sometimes led to cruelty as revolting as anything in the history of slavery.

While many Ceylonese and Chinese households in Hongkong doubtless treated their adopted children kindly, it was impossible to deny in the face of published reports that there were terrible cases of maltreatment. She stressed the necessity for seeing that stronger measures were taken to stop these dreadful crimes.—*Reuter.*

**"NO-TAX" CAMPAIGN FIZZLES OUT.**

**KATHIWAR DISPUTE NOW SETTLED.**

Bombay, Jan. 24.  
The struggle between the farmers and the authorities in the vicinity of Khalkharchi Village, Kathiwar, is over, the civil disobedience campaign having collapsed.

The dispute has continued for a fortnight or more, the farmers stubbornly resisting the system of "forced labour" and refusing to pay certain taxes. They have come to an agreement with the authorities, and the participants have withdrawn their resistance.

The farmers who were arrested during the conflict have been released and declare themselves satisfied.

The campaign has fizzled out in spite of the blessing bestowed upon it by Gandhi. He proposed to despatch a large force of "passive resistance volunteers" to aid the farmers, but it is now evident that any attempt by Gandhi to keep the dispute going will be too late.—*Reuter.*

**INDIAN STUDENT'S FLIGHT.**

**A FRESH START MADE YESTERDAY.**

London, Jan. 24.  
Mah Mohan Singh, the young Indian who recently made an unsuccessful attempt to fly from England to India, to win the prize of £500 offered by the Aga Khan to the first Indian doing the journey in 1930, started on another attempt to-day.

He left Lympne Aerodrome shortly before one o'clock this afternoon.—*British Wireless.*

**LANCASHIRE COTTON INDUSTRY.**

**PRODUCTION CURTAILMENT MOOTED.**

London, Jan. 24.  
A special meeting was held at Manchester to-day of the spinners of the Lancashire cotton industry, when it was decided to recommend the State of Trade Committee to consider further the question of the curtailment of production.—*Reuter.*

It is notified that a third dividend of £20 per cent. has been declared in the case of the Hongkong Development Building and Savings Society, Ltd. (In liquidation).

**RICH MERCHANT KIDNAPPED.**

**A DARING SHANGHAI OUTRAGE.**

**\$200,000 DEMANDED AS RANSOM MONEY.**

**THREAT OF DEATH.**

Shanghai, Jan. 21.  
Police of Shanghai yesterday were conducted an extensive search for a gang of daring kidnapers, who, in broad daylight and in the presence of scores of persons, abducted Mr. Ho Yung-mei, wealthy manager of the Dah Loong Shing Kee Cotton Mill, Nantao. Mr. Ho has residences in both Chinese territory and the Settlement.

Ransom of \$200,000 is being demanded by the kidnapers, who, in a letter to relatives of the victim, declare that Mr. Ho will be tortured for two days and killed on the third day unless the full amount is forthcoming.

The abductors lost no time in communicating with the relatives, the abduction taking place on Sunday morning and the first letter being received late on the afternoon of the same day.

**Important Clues.**

The trail yesterday led to the foreign concessions and police of both the Settlement and the French Concession, as well as Chapel, have been communicated with and requested to aid in the search for the kidnapers. Chinese police have several important clues and are confident that arrests will be made within 24 hours.

Relatives of Mr. Ho, however, are fearful that the gang, apprehensive of police interference, will murder their victim.

**Witnessed By Scores.**

At the time of the crime, Mr. Ho was travelling in his private ricksha and was in the vicinity of the Temple of the God of War, the hour being about 8 a.m. and the street filled with scores of pedestrians.

As the ricksha coolie threaded his way through the traffic he was forced to move near the footpath, and as he did so three men standing there produced pistols and forced him to stop. Mr. Ho leaped from the vehicle, but was immediately seized and forced to enter a motor car. Almost at the same time the driver of the car covered the licence plates with pieces of cloth.

Bystanders and spectators were powerless, under the guns of the kidnapers, to interfere. The ricksha coolie made a move as if to run and was struck on the side of the head with a pistol, knocking him to the street and inflicting a deep wound.

Mr. Ho, apparently satisfied that it was useless to struggle, and also dangerous to do so, permitted the men to force him to enter the motor car. With two men standing on the running board, both with drawn pistols, the car was driven away rapidly, before the police in the neighbourhood were informed of the incident.

**Constable Left Behind.**

A Chinese constable on a bicycle attempted to overtake the car, but was left far behind. Witnesses did not learn the number of the car, but it is stated to have been a medium-sized touring car, painted blue, and is also declared to have entered the French Concession, although this report could not be verified.

On Saturday an employee of the establishment of Mr. Ho noted a number of suspicious-looking men loitering about the mill. One of them was questioned and asserted that they were detectives on the alert for a dangerous criminal believed to be hiding in the neighbourhood. The employee was not quite convinced, but failed to report the matter to his superiors.

Late Sunday afternoon, the first communication from the kidnapers arrived at Mr. Ho's residence. It was carried to the house by a small boy, who stated that he had been given 10 cents to deliver it. The letter, he explained, was handed to him on the street, in the vicinity of the home, by a man whom he had never seen before. Police were notified and searched the vicinity for the man, but failed to find him.

**Bulls and Inners**

**From the Office Butts.**

It is denied that the U. S. War Department's order, barring liquor from Army establishments in the Philippines, is really designed, to speed up the inauguration of week-end air-trips between Manila and Hongkong.

We notice that America is ready to scrap eleven old battleships. The 'Prohibitionists' would undoubtedly prefer them to be bottledships!

The slogan of the Hongkong Itinerant Skin Sellers' Society:—"Furs Come; Furs Served!"

"Woman's Seat in Congress in the Balance," says a newspaper heading. Like our dollar, she must be on a rather unstable base.

The naval scrapping at Hongkong last Saturday, will not, it is hoped, complicate Britain's attitude at the London Disarmament Conference.

London liquor dealers are complaining that the cocktail habit is declining. Shake up, England!

No doubt we shall see a little Christian spirit displayed at tonight's boxing.

The British Chancellor of the Exchequer is likely to earn the sobriquet of Sir Mount Snowden!

As the old lady said, "Why don't they reduce the size of the dollar, but keep it at the same price?"

Last night a local Scot created considerable discord by describing Glasgow as the most god-forsaken place in the world!

It has been estimated that the average man speaks about twelve and a half million words a year. This, however, takes no account of Budget debates in Hongkong.

"Home Government on Thin Ice," says a newspaper heading. Of course, they may be skating around some of the problems, but, on the other hand, not all their leaders are cracked.

It's so very very easy, That it causes much surprise To our experts bright and breezy.

All so clever, all so wise, They simply take a standard, Monkey-brand, or other oddity: One that never has been pandered.

But it must be a commodity. They then proceed to fix it, With a value nearer parity. Though they take care not to mix it.

With some other wanted rarity. Whether pork or tar or honey. Doesn't matter one iota. When you're making better money.

But take care you get your quota. Po-li-leal Econ-o-mist, Will prove a willing server; And if he seems as clear as fog.

Just call upon Observer. If he in turn's a thicker fog. Onlooker's view may aid you. But bet your boots, These expert coots, Will bewilder and evade you!

Would the adoption of a gold standard prove a sovereign remedy?

Our sage financiers may have thought it wise to mint new dollars, but they certainly knocked the stuffing out of the goose that laid the golden egg.

It is said that when an American tourist received change for a gold dollar here the other day, he immediately converted the rest of his pocket money and became a millionaire.

A native of Borneo was caught after twice escaping from the House of Detention. He is now wilder than ever.



He: Your lipstick is coming off.  
She: No, it isn't.  
He: It is.  
She: I'm sure it isn't.  
He: Listen! Any time I got as close as this to a girl her lipstick is coming off.

It all depends on whether you are a winner or a loser, as to whether there is skill or loss in pitch-and-lose.

Why are Scotsmen like Persians? Because they are rugged people. Help!

Some of these comradoric chicken are further than ever away from Scratch.

The prohibition announcement in Manila was greeted with loud boozes.

Women do not like to see themselves in print; they prefer either silk or satin.

If you see spots before your eyes, you should get glasses. These will enable you to see them much clearer.

The trouble with most of our Kowloon hills is that they appear much flatter on the map.

A local lad from North of the Tweed was advised to drink less whisky. He pointed out, however, that when he had a few drinks he couldn't say "sarsaparilla."

There was a young man of Japan. Who wrote verse that never would scan.

When they said: "But the thing Doesn't go with a swing." He said: "Yes, but I always try to get as many words into the last line that I can."

Britain holds her own in speed against the world. Even the girls are fast.

On the Peak it is quite *intra dig*, To say that you feel like a "swig."

You may take "the odd spot" And drink the holly lot. Though not if it's syrup of fig!

A French opera singer, has been sent to prison for counter-felling activities which were proved to have extended over many years. Evidently the whole tenor of his life was base.

To-day's stray cat from the balcony. How should one best listen to a cigar band?



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# THE BURNS' NIGHT DINNER.

ANNUAL CELEBRATION HELD  
IN HONGKONG.

## HIS LIFE AND CRITICS.

Hongkong Scots have, since the earliest days of the Colony, fittingly honored the birthday of Robert Burns, the immortal bard of Scotland, whose inspiration and genius have made him a hero of the land of his birth. Last night, in the main dining room of the Hongkong Hotel, the annual dinner in commemoration of his birthday was held under the chairmanship of Mr. A. H. Ferguson, President of St. Andrew's Society. The atmosphere was typical of the occasion. Behind the Chairman, who was seated with an official party at a horseshoe table, was a picture of the poet, draped with Scottish standards, evergreens and illuminated tinsel. The pillars of the dining room were decorated in similar manner.

The haggis was carried in by Mr. I. F. Grant to the strains of the pipes, played by Pipe Major W. C. K. Mackie. Mr. G. Duncan brought in the "Barley Bree."

The company was piped to the dining hall by Pipe Major Mackie, Mr. P. D. Wilson and Mr. G. Nisbet. After the loyal toast had been duly honored, the chairman thanked all those who had attended and for the support they had given. He said he thought it was very nice for Scotsmen to gather on such an occasion, and although it was not quite the anniversary of Burns, it was thought better to hold it on a Friday than Saturday.

### Silk Absentees.

Mr. Ferguson continued that he wished to refer to some of those who were absent. In the first place, they greatly missed their Vice-President, Mr. K. E. Greig and they sympathized very sincerely with him in his recent illness when he had suffered a very serious setback to his health, but it was pleasing to know that he was much improved and they were all thankful that his strong constitution had carried him through a very serious illness. They all hoped he would soon be restored to health (applause).

Then, continued the speaker, there was the Rev. Mr. Young, who had been through a very trying time, which was also a very anxious period for his wife. They were very glad to know that he was, in a measure, out of danger and with a little patience and good medical attendance he was going to pull through (applause). Mr. Ferguson continued he felt that, in the first place, Mr. Young was a very able speaker, with a most genial disposition, and was the kind of man they were proud to have among them. They were very glad that reports were such as to lead them to expect he would be restored to health before long (applause). He was now on the mend and appeared to have passed the crisis, but he was not quite out of danger.

It had been suggested that he (the Chairman) should propose the principal toast of the evening but he had declined for several reasons, one of which was that last year it was proposed by Sir Henry Gollan and he (Mr. Ferguson) felt it would take a bigger man than himself (laughter). "Not for size," he hastened to add, "but for ability." Accordingly he had gone to the seat of learning with the result that Professor Simpson was going to propose the toast.

### The Main Toast.

In proposing "The Immortal Memory," Professor Simpson said:—Mr. President and Brother Scots, it is a great honour for me to propose the Immortal Memory.

The honour is all the greater in the presence of a President called Ferguson. Everywhere in the life of Burns one comes across that

familiar name. Ferguson was the name of the gentleman who welcomed Burns's father from Kilmarnockshire to Ayr, and lent him a hundred pounds to set up a farm in Mount Cliphant. Ferguson was also the name of a young Scottish poet, born nine years before Burns, who died a youth when Burns was only a lad, but left behind him some local Scots poetry which was the earliest and the strongest poetic inspiration of our national laureate. Then again it was in the house of an Edinburgh professor called Ferguson, that Sir Walter Scott, when a boy of fifteen, met Burns in the first glow of his fame. Ferguson, moreover, was the name of the winner in that famous contest between "Three noble chieftains," which Burns described in a poem called "The Whistle." Reflections like these are an added inspiration in the present company.

### A Hero "Ranter."

The peoples of the world see an eighth wonder in the annual celebrations of Burns's birthday. They also see a paradox. They see a nation, which is anxious to be considered dour and silent, choosing as their national hero one who was a "ranter" and a song-writer, and celebrating him with speeches and songs. The paradox would be comic, were it not for the fact that talking about Burns has its difficulties.

When I say that there are difficulties in talking about Burns, I do not mean that his poetry is not well known to those who talk and to those who listen. Far from it. It is often declared with awe and admiration that in Italy the common people still sing the songs of their great poets. The same can be said of Scotland. Scotland is probably the only country in the world that has resisted the contagion of "cool-black mummies" and "ukelele honeys." In Scotland there is a body of popular native song strong enough to stand against this invasion, because our children make their first acquaintance with song and poetry in their own homes by learning "Ye banks and braes o' bonnie Doon," or "O' a' the airts the wind can blaw" or the address to "A Mountain Dony" or even "Tam O' Shanter."

### Living Poetry.

A perfect acquaintance with the works of a great poet like Burns, whose works include elaborate epistles, satires, descriptive and narrative poems as well as dozens of world-renowned lyrics, is not attained by having once and for all studied them. It is the result of frequent re-readings throughout the years. I have never yet known a Scotsman who does not do these re-readings at least once a year. And so the poetry of Burns comes to be, as poetry is meant to be, part of our lives.

Although we may not make daily use of such wonderful words as "vouchance" and "tapsalteerie," we have them ready when a worthy occasion presents itself. We remember a phrase like "Whistle o'er the lave o' it," on the many occasions when "Maskee" is not strong enough. We know that there is no English equivalent for "unco guid." Nature and man and beast are illuminated for us by the glamour which Burns threw over them. We see in our dogs the Lanth or the Caesar of that poem which opens the Kilmarnock edition. When old horses are to be sent to the knackers, we see in them what Burns saw in his old mare Maggie, when he wished her a good new year. To a Scotsman, a mouse is not an excuse for hysterics, but a "Wee, sleekit, courin', timorous beastie." When we are approached by beggars in the street we wonder whether they have anything in common with that jolly crew who foregathered in "Poosie Nansie's."

### Social Outlook.

The memory of lines from Burns colours our social outlook. Our national enthusiasm for education is tempered by watchfulness lest those who go through the process may "gang in stirks and come out asses." Our respect for the press is quickened by the warning, "If there's a hole in ae yer coat I rede ye tent it." A chief's amang ye takin' notes An, faith, he'll prent it."

## The Four Roads.

There are four roads through which the poisons generated in the human body escape—the breath, perspiration, kidneys and intestines. Constipation closes the greatest of these roads, throws the poisons back into the system, and trouble follows.

Pinkettes prevent constipation, restore daily regularity, dispel biliousness, liverishness, sick headaches, keep the skin clear and the breath sweet. They also quickly relieve piles. Chemists everywhere sell Pinkettes, 60 cents per vial.

If we have to play family bridge we can console ourselves during the post-mortems by reflecting, Ah gentle dames! it gars me greet

To think how many counsels sweet How many lengthened sage advices The husband frae the wife deepises

Even our enemies credit us with remembering that famous stanza from the Epistle to a Young Friend To catch some Fortune's golden smile

Assiduous wait upon her; And gather gear by every wile That's justified by honour; Not for to hide it in a hedge Nor for the glorious privilege Of being independent.

May they also credit us with following the advice, Then gently scan you brother man Still gentler sister woman; Though they may gang a kennin' awrang

To step aside is human. But most of all do we revel in the legacy of Burns, when we hear the singing of his songs as we shall hear them to-night, and the singer gives new life to words learned long ago.

### Life of Burns.

When, however, we pass from the enjoyment of his poetry to the study of his life, things are not so simple. Those who have expressed their admiration for Burns by writing books about him have introduced the usual critical complexity. It is not that the facts of his life are vague or uncertain. He wrote a straightforward account of his own life. And when the generations of curiosity began after his death, there were plenty of letters to friends, and plenty of his acquaintances left to supply the fullest details. The facts of his life are as well known, from week to week, as the facts of any man's life can ever be known to any other man. Sir Walter Scott, his son-in-law and biographer Lockhart, Carlyle, R. L. Stevenson, Principal Shairn and the poet Henley are among the great writers who have written books or essays on the subject. They have each in turn written something in contradiction of the writer who preceded them. It is a question of interpretation. And interpretation is a question of emphasis. Which was the most significant stage in the career of Burns?

Some write as if the great period in his life was the two winters he spent in Edinburgh, before the age of thirty. They make much of his dilemma between the intellectual aristocratic society, which was above his means, and the bohemian "Crochullan club" society, which was beneath his gifts. While many are sure that the summer tours between these two winters, tours to the borders and to the highlands, were of much greater significance. Others are attracted by the difficulties of his life at Ellisland, where he settled after marrying Jean Armour. It was there that he tried to combine the cultivation of a family and a farm, with the duties of an exciseman, which entailed riding two hundred miles a week, over ten parishes. No wonder he failed.

### An Early Death.

But mostly the writers and speakers are concerned with the last five years of his life, which he spent in the Wee Wanne and the Mill Wanne, of Dumfries. There, (Continued on Page 15.)

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they need "SCOTT'S"

SCOTT'S Emulsion brings health and strength at all ages of life. Contented and happy are little ones who are nourished by SCOTT'S Emulsion.



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GUESS WE GOT ALL TH' FURS WE NEED FER FALL TRADE, SAM—NOUSE PLAYIN' BALL WITH THE ESKIMOS ANY MORE—



COME ON, GUZZ, GET BUSY! PACK UP OUR THINGS IN A HURRY!



HURRAY, GUZZ! WE'RE OFF!!



AND THEN, MUCH TO OUR SURPRISE



HELLO EVERYBODY! WE'RE BACK HOME, FURS AN' EVERYTHING! I HAD A GREAT TIME! BOTH FEELIN' BULLY! AN' EVERYTHING'S WHOOPSY—TOOPSY NOW!



WE HAVEN'T THE LEAST IDEA HOW SAM AND GUZZ GOT HOME THIS QUICK—IT'S JUST ANOTHER ONE OF THOSE DEEP MYSTERIES—



By Small

SMALL



Amongst the Stars!

**DUNLOP TENNIS BALL**

has been selected for over 750 Championship events during the present season including 18 Davis Cup Ties also for the DAVIS CUP CHALLENGE ROUND FRANCE v. UNITED STATES, THE INTER ZONE FINAL U.S.A. v. GERMANY, AND THE EUROPEAN ZONE FINAL, GERMANY v. G.T. BRITAIN.

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HUNGARY Davis Cup Matches, National Championships & 24 others

DENMARK Davis Cup and 4 others

FRANCE Davis Cup Matches France v. Belgium and 211 others

### THE HELENA MAY INSTITUTE.

LADY CLEMENTI OPENS BRANCH IN KOWLOON.

MR. HO HOM-TONG'S GIFT.

Another progressive step in the history of the Helena May Institute was marked yesterday, when Lady Clementi, M.B.E., opened the Kowloon branch of the Institute, which is situated in Austin Road.

The building, which is at No. 8, Aimal Villas, Austin Road, forms spacious premises, and has already been tastefully decorated and furnished, rooms being set aside for reading and writing, games, lounges, receptions, etc.

There was a large gathering of members of the Parent Institute and friends at yesterday's ceremony, those on the platform being Lady Clementi, Mrs. Wood and Mr. Ho Kom-tong.

At the outset Mrs. Wood made the very welcome and enthusiastically received announcement that Mr. Ho Kom-tong had generously donated \$1,000 for the upkeep of the new house and Mr. Tang Shiu-kin had given \$500 for the same object.

In addressing the gathering, Mrs. Wood said: Lady Clementi, ladies and gentlemen, I have been asked to tell you about this new branch of the Helena May Institute which is being opened today.

The parent Institute has been in existence since 1916, and one of its most generous contributors and its founders is here to-day Mr. Ho Kom-tong, as well as two members of the original Council, Lady Pollock and Mrs. Mackenzie.

#### A Social Centre.

It will be agreed that the Helena May Institute has served and is still serving the very useful purpose which its founders had in mind in providing a social centre for the women and girls of the Colony, and more especially those who are following professional employment. It has been successful both as a club and a hostel.

The step taken to-day is the direct consequence of the original movement which led to the foundation of the Institute. Kowloon which was then a comparatively undeveloped district has now become a centre of population and vital also to the Colony's social life. It is, therefore, only natural that there should be a need for an institution similar in purpose to that which has been discovered on the Kowloon side of the harbour.

A few months ago a group of women who interested themselves in this, discussed the foundation of a women's club in Kowloon. These discussions did not lead to any immediate practical result, but further consideration was given to the idea at a meeting held on Cheung Chau in March 1928, after which a request was made to the Council of the Helena May Institute to entertain the proposal to establish a branch in Kowloon.

#### Lady Clementi's Interest.

Lady Clementi who was our President, threw herself wholeheartedly into the proposed scheme and at her suggestion the Council decided to rent premises in Kowloon for this purpose, and these premises have been taken on lease; let us hope that a large number of women and girls will join this branch for the membership carries with it the right to use both the Institute in Hong-kong and this branch which is now being opened.

You can see for yourselves that the building is not completely furnished, but the whole place has been got ready for this ceremony in about three weeks. I would like to take this opportunity of thanking those ladies through whose efforts this house has been discovered and equipped.

We are beginning in a small way, but for several years the original Institute was maintained, as Lady Pollock and Mrs. Mackenzie can both testify, entirely by voluntary workers and it is only within recent times, through the growth of the membership, that it has reached its present completeness. In the same way this Kowloon branch must rely for its progress on the co-operation of all its members.

I bespeak your hearty support for this new venture and with these few words I will ask Lady Clementi if she will kindly declare this branch open.

Mrs. Wood also stated that the Kowloon C.C. had very generously offered the branch the use of a tennis court on every Tuesday and Thursday, and she described this offer as a "real joy."

#### The Late Lady Lampson.

Lady Clementi said: We have met here to-day under the shadow (Continued on Page 14.)

# Mackintosh's

## THREE DAY SALE

Begins Monday, January 27th

Year after year the bargains in Mackintosh's Sales grow in numbers and in value, but one thing remains unchanged and unchanging—their absolute GENUINENESS.

For three days you can obtain every article of men's wear at prices, which at this low exchange, are genuinely less than those at present ruling in London.



### Large Reductions in DRESSING GOWNS

Jaeger Wool, Silk and Artificial Silk Gowns—all marked down to half usual prices.

Sale from \$16.25



### Save Money on WOOLLIES

The whole of our large stock of Woollies and Pull-overs reduced to half price.

Usually \$21.00 to \$45.00

Sale from \$10.50

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All wool Stockings in various weights. Plain and fancy designs.

Usually \$3.50 to \$5.00

Sale \$2.50

Usually \$6.00 to \$9.50

Sale \$5.00

### Clearing Prices on OVERCOATS

Made by Aquascutum in this Season's styles and cloths

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Sale \$8.50

"Viyella" Flannel,

Usually \$16.50

Sale \$11.50

Plain colours in Poplin

Usually \$12.50

Sale \$8.50

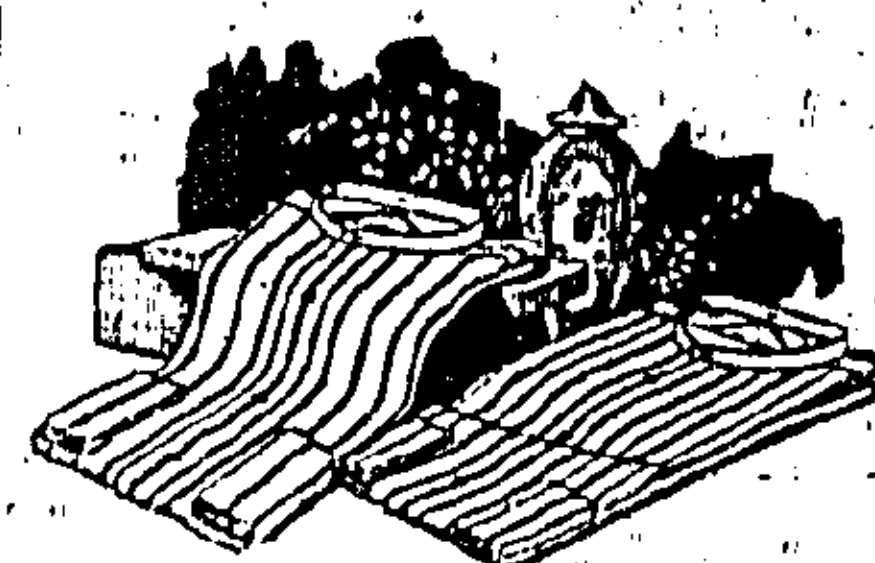


### Wonderful offer of UNDERWEAR

Artificial Silk and Cotton in White, Blue and Nude Vest and Drawers.

Usually \$4.00 per garment

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### Generous Reductions on SHIRTS

Fine quality Zephyr and Poplin—all made to the Summit standard with collars to match

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Sale \$1.00

Usually \$3.25 to \$5.50

Sale \$2.00

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of the special food that the nerve cells use. It is skillfully blended with rich milk, malt extract and chocolate to make Glax-Ovo a nutritious food-drink, most delicious in flavour.

Try taking a soothing cup of Glax-Ovo last thing at night for a while. You will be surprised to find how restfully you sleep and how invigorated you feel next day. Nerves and sleeplessness must be remedied without delay: so take action now—get a tin of Glax-Ovo.

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NEEDS NO MILK—THERE'S PLenty IN IT:  
ONLY HOT WATER—MADE IN A MINUTE.

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Send 10 cent stamp for sample and booklet.

## G.E.C. GRID & OUT DOOR SWITCHGEAR.

S.E. ENGLAND ELECTRICITY SCHEME.  
BRITISH MATERIALS TO BE USED.

The whole of the material used in the contract placed by the Central Electricity Board with the General Electric Co., Ltd., for one section of the overhead transmission lines in the south-east of England, will be manufactured in Great Britain.

An official of the company stated that the contract, the value of which was approximately £500,000, would cover the erection of the 132,000 volt line in the district north of the Thames, stretching from Reading on the west to Peterborough on the north, and Ipswich and Colchester on the east. The total mileage of the overhead transmission would be 254 miles, and the total actual length of conductor would be 1,300 miles.

The contract would be carried out by the General Electric Company with the assistance of their associated company, the Pirelli-General Cable Works, Ltd., of Southampton, the latter company carrying out all the actual erection work. The work of erection would take in all three years, and employment would be given in the actual erection work to between 500 and 1,000 men. In addition to that employment would be given to large numbers in the manufacture of the steel towers, steel aluminium conductors, insulators, and other accessories.

The overhead lines are one section of the system of overhead lines covering the whole of England and Scotland which are being erected by the Central Electricity Board with the object of linking up the main generating stations throughout the country and affording a cheap supply of electric power in all districts.

PIRELLI GENERAL

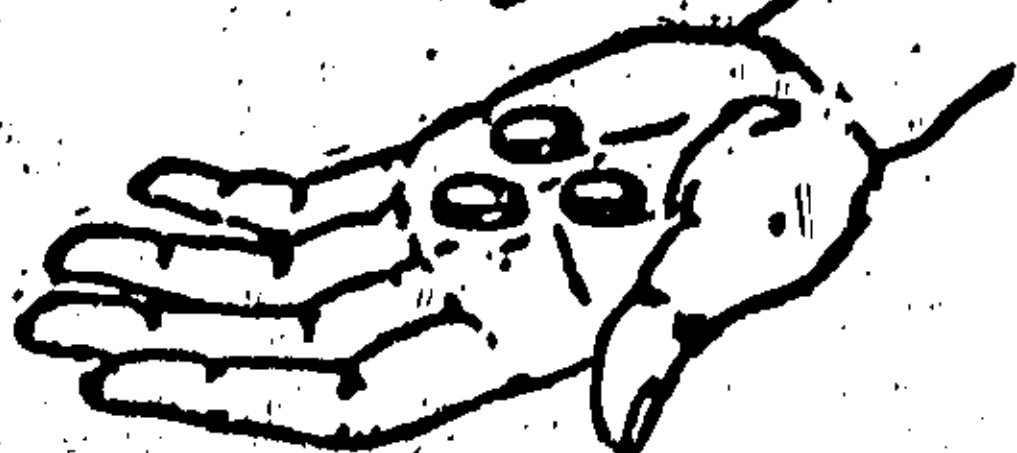
Estimates for underground Cables up to 35,000 volts & overhead Transmission schemes up to 130,000 volts given by

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INDIGESTION

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Relieves the distressing symptoms of nausea, heartburn, flatulence, and all other stomach troubles. Your doctor recommends it.

From all chemists and stores in powder and tablets.

## THE SOCIALIST "VOLCANO."

"COLD ON TOP: HOT AT  
THE BOTTOM."

Mr. Baldwin recently addressed a great demonstration in the Usher Hall, Edinburgh, in connection with the annual conference of the Scottish Unionist Association.

He received an enthusiastic reception on rising, and his opening remarks that "the party was full of spirit, and fully resolved to win next time" were loudly cheered.

Referring to the Government, Mr. Baldwin proceeded:

"Already the gilt is coming off the gingerbread. Now that our opponents are getting down to tackling problems of real life they are showing a want of conviction and principle that must be seen to be believed. They are showing nothing in the conduct of their legislation but of waiting on expediency—not only the expediency of the moment; not the expediency which they find on the banks of the Forth; but expediency they find on the banks of the Clyde"—(laughter and cheers.)

"Rope of Sand" Promises.

The peculiar feature of the political situation to-day, Mr. Baldwin continued, was that the leaders of Socialism had become sceptics. Nationalisation was as dead as Queen Anne.

The Socialist Party was like a volcano. It had gone quite cold on the top, but it was still pretty hot at the bottom. (Laughter and cheers.)

It had become like a Church under the rule of a special Episcopate which was trying to control the "prowd of enthusiastic preachers who still believed in the working class at the street corner. (Laughter and cheers.)

The Labour Party leaders sanctioned promises and pledges at the General Election which they must have known were incapable of fulfilment. These promises were the rope of sand which would yet throttle them, before it dissolved to its component dust.

"I am very sorry for Mr. Thomas—now responsible for unemployment," added Mr. Baldwin. "He is in an impossible position, and there is nothing for him to do except 'droo his ain weird.' His pitch has been quered by his own party from the start, and he has never been given a chance."

The essential preliminary conditions before any man could hope to tackle unemployment, Mr. Baldwin stated, were economy of administration, certainty and not uncertainty, and keeping politics out of industry. Instead of economy we were going to have more taxation; instead of certainty we had uncertainty; and to politics in industry the Government were coming back through the Coal Bill which had just been introduced.

Alluding to recent rises in the unemployment figures, he predicted that we were going to see in the spring a deficit in the Budget which had been variously calculated at anything from twenty to thirty or forty millions, the main part of which must be met by extra taxation.

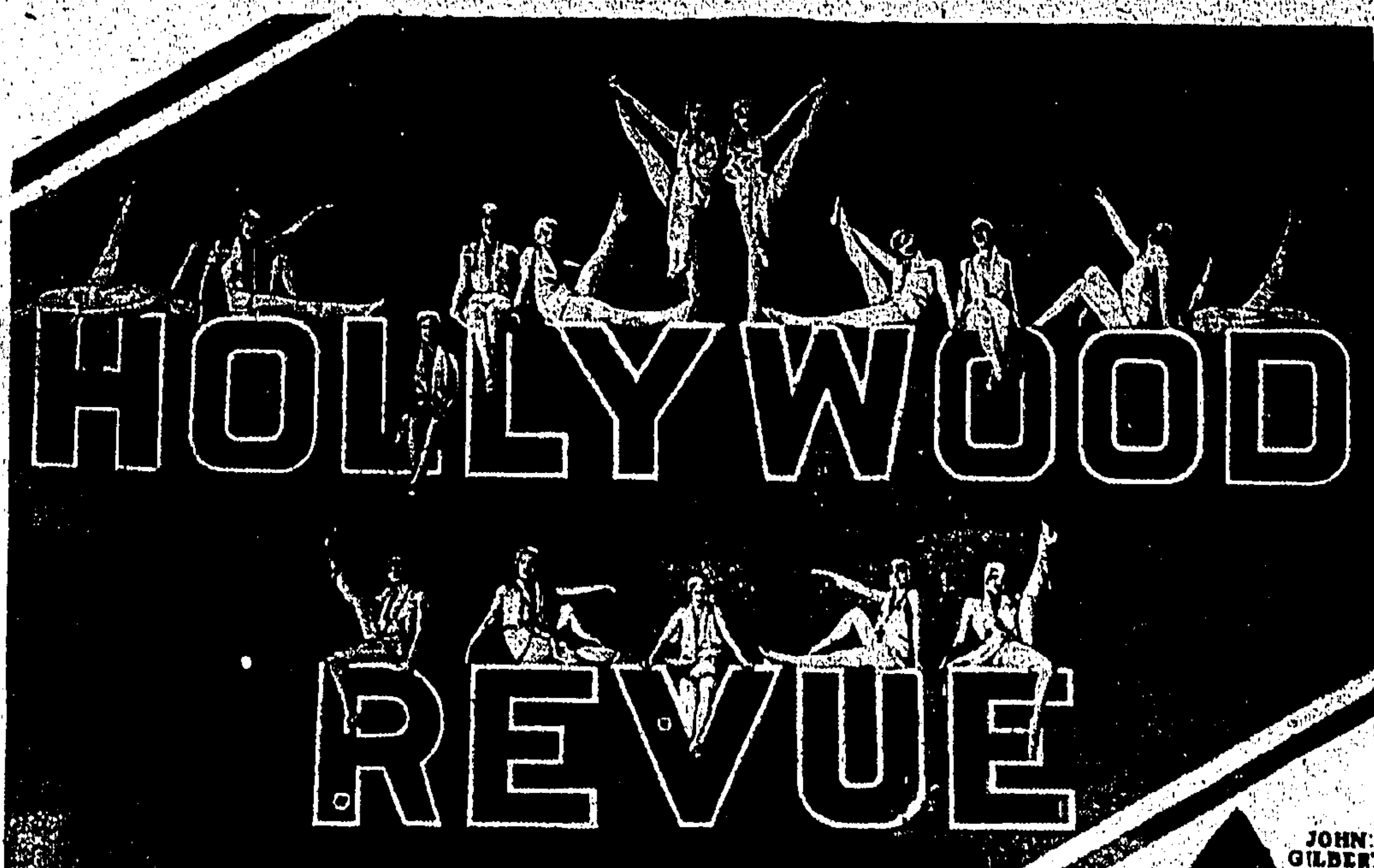
"No wonder I said that Mr. Thomas's task was a hopeless one," Mr. Baldwin added, "when his own Government are going to place further burdens on industry which will lead inevitably to a rise in the cost of living."

He could not see, in the absence of further information, how the Coal Bill would help unemployment. The effect of the legislation would be to throw back the coal industry into that political arena from which with such infinite difficulty the Conservative Government saved it at the end of 1929.

Mr. Cook "The Genie."

"After a struggle which was felt for years in the industries of this country," Mr. Baldwin observed, "the Government at the end of 1929 succeeded in corking up the genie, Mr. Cook, in a bottle, feeding him up and putting him away in the Welsh valleys. This Government brought the bottle up from the Welsh valleys, laid it on the steps of No. 10, Downing-street, took the cork out, and the genie has once more risen from the bottle into an enormous size, and is now threatening the Government and Parliament to do his will once more. In the 'Arabian Nights' the man who uncorked the genie from the bottle regretted it to the last day of his life. (Laughter and cheers.)

"The Government is bound down by being pledged to promises which cannot be redeemed. It is in the position of a business whose ultimate bankruptcy is inevitable because it has issued bills without any regard to the assets it had to meet them. By and by all the creditors will realise that the bills were paper, and when that comes a receiver will be put in with universal applausé and we shall be ready. (Cheers.)



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SURPASSING the dreams of the most optimistic, attaining a goal that was deemed impossible only a few months ago, Metro-Goldwyn-Mayer has created in its gigantic "Hollywood Revue" an entertainment that will stand as a landmark in the annals of the talking screen. Every important resource and talent of show business contributed to its making. It is star-studded with names, its choruses are picked beauties, its voices represent the choice of experts, its songs are from the genius of the country's most famed, its dialogue was conceived by the leaders of their craft, its settings and costumes, its recording—each element of this mighty entertainment is the product of the top-notchers!

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MARION DAVIES — JOHN GILBERT — NORMA SHEARER  
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DANE and ARTHUR — LAUREL and HARDY — UKELELE IKE — ANITA PAGE  
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LAUGHS! SKETCHES!

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Upper Levels	\$21. per ton
Mid-Level	\$20. "
Central District	\$19. "
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### Best Household Nuts

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Upper Levels	\$19.50 per ton
Mid-Level	\$18.50 "
Central District	\$17.50 "
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Terms: Cash with order.

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DEPRESSED?  
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# "FINDLATER'S"

## CLASSICS IN EDUCATION.

### "GREEK EASIER THAN LATIN."

Is Greek easier to learn than Latin? Dr. Allington, Headmaster of Eton, thinks that it is. He told the Headmasters' Conference at Eton that not only is it easier but it is also a much more suitable medium for educating a "stupid" boy.

The statement was made during a discussion that followed the reading of a paper on "The Classics in Education," by the Provost of Eton (Dr. M. R. James). In this paper the Provost said that his brief did not assert that nobody could claim to be a gentleman without classics, or that classics formed the best avenue to posts of high emolument. But it did claim that the classics were the seed beds of modern culture and thought. The element of beauty was hardly in the purview of the exact science. To subtract the classics from the education of a boy and imagine that the general level of culture would remain unimpaired was equivalent to subtracting Christian beliefs from the general beliefs of the community, and imagining that the community would continue to practice Christianity.

Range of Literature.  
It was after this that Dr. Allington made his speech. "I do not think," he said, "that any of us who believe in classics can be in the least satisfied with the result of our efforts." He added that one of the reasons for this was the stupid boy. They all said that if the stupid boy read only one language it must be Latin.

"I think it is incontestable," he continued, "that Greek is not only a better but an easier language. The range of literature which a stupid boy can appreciate, is much wider in Greek than in Latin. It is the reward of the ripe scholar to be able to appreciate Virgil."

"There are only some passages in it, and those not the best, that make appeal to the non-literary boy. But it is perfectly possible to start a boy with Greek. Let him learn Greek compulsorily for two years, and at the end of that period he will usually be able to read some Homer, Herodotus, and Aristophanes."

Mr. Henderson (Alley's School), announcing himself a believer in the classics, declared that the ancient Greeks were the best educated people the world had ever known. "Now how did that come about, he asked, 'for they had no ancient languages.'"

This discussion was followed by a motion supported by Mr. H. N. P. Sloman (Tonbridge) and Mr. W. Hamilton Lyte (Christ's Hospital) regretting that no systematised attempt was made to give boys who studied an ancient language some appreciation of ancient art.

Teaching in French.  
A long discussion took place earlier in the day on the teaching of French. There was a motion in the name of Mr. G. A. Riding (Warwick) and Mr. H. Nicholson (Taunton) urging on examining bodies the immediate adoption of the recommendations of the report of the Committee on the position of French in the School Certificate Examination.

It appeared that this committee had suggested that the oral examination, which is now optional in the case of some examining bodies, should be made compulsory. It also suggested that the value of the oral examination should be 25 per cent. of the total marks.

Mr. Riding declared that the present examination was not guiding the teaching of French along its best lines. The papers were in advance of the standard of French that could reasonably be expected, and they tested rather the extent than the solidity of achievement. It would be wiser to demand a smaller amount of ground to be covered and to raise the standard of a pass from the present 33 per cent. to 50 per cent.

The setting for translation of short disconnected sentences which had been deprecated by previous investigators should be discontinued, for the effect on the school work of that type of question was bad. The candidate regarded the questions as traps.

That there is a general tendency to under-estimate the difficulty of French was the opinion of Mr. Nicholson. He stoutly denied that French was a "soft option."

This motion was challenged by Mr. H. Grose Hodge (Bedford). Was not the important thing, he asked, to teach the boy to write French fairly accurately. If the boy learned the grammar and syntax and went abroad he would learn more in three months than they could teach him in three years.

The conference, at the suggestion of Dr. Norwood (Harrow), decided that the recommendations of the committee should have "very careful consideration" instead of demanding "immediate adoption."

## CHINESE NEW YEAR ANNOUNCEMENTS

### PENINSULA HOTEL

Wednesday 29th January, 1930.  
Thursday, 30th January, 1930.

Chinese New Year's Eve Carnival (8 p.m. to 1 a.m.)  
Special Tea Dance—(5 p.m. to 7 p.m.)

### HONGKONG HOTEL

Wednesday, 29th January, 1930.  
Thursday, 30th January, 1930.

Chinese New Year's Eve Carnival (8 p.m. to 1 a.m.)  
Special Tea Dance—(4.30 p.m. to 6.30 p.m.)

### REPULSE BAY HOTEL

Thursday, 30th January, 1930.

Special Tea Dance—(4.30 p.m. to 6.30 p.m.)

Evening Celebrations  
Chinese, Fancy or Evening Dress.

Last Ferry from Kowloon.  
After Chinese New Year's Eve Carnival 1.45 a.m.

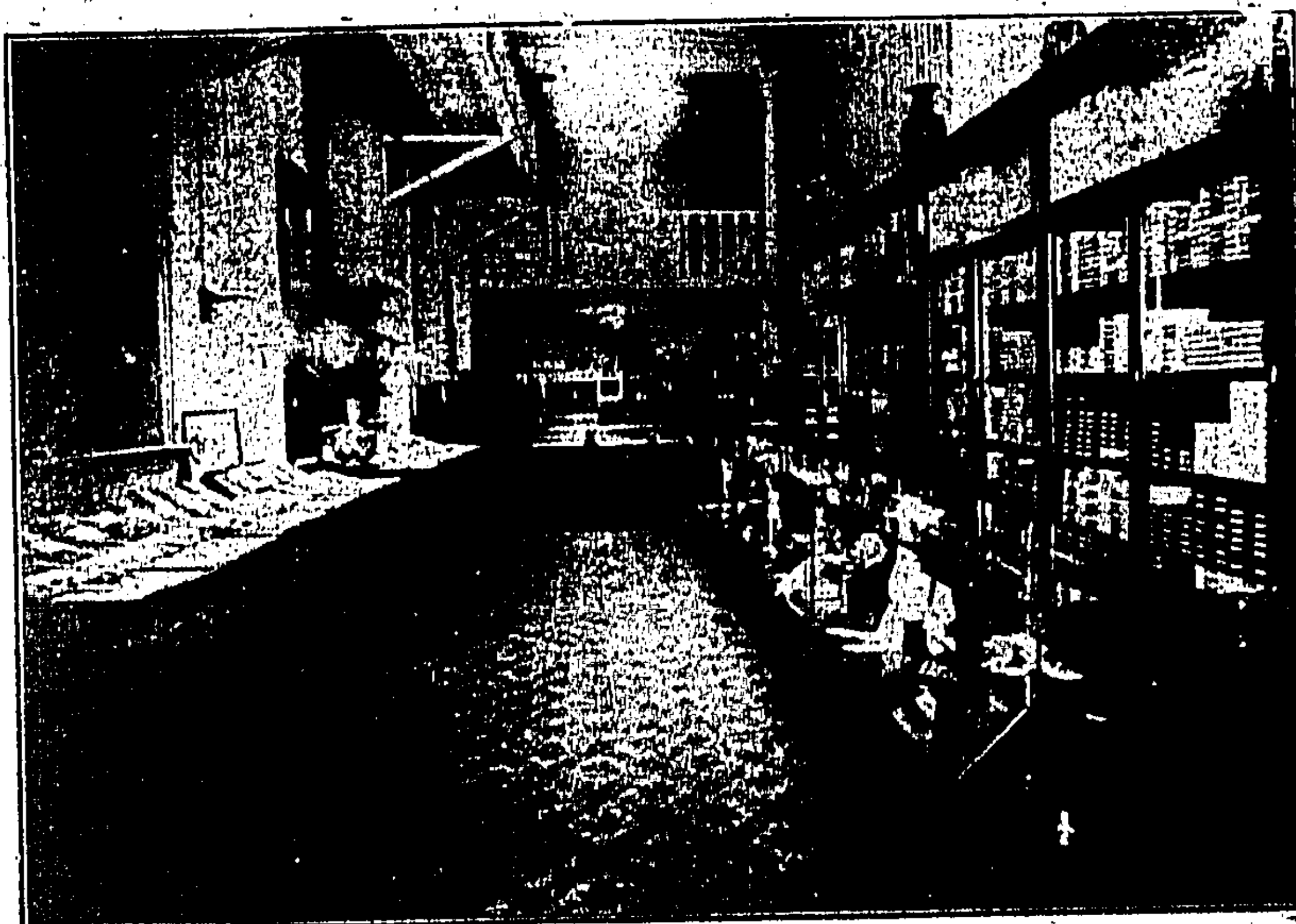
Dinner \$5.00 per person.

Special Tea Dance \$1.25 per person.

Tables for the above may be reserved at any of our Hotels.

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Length on Blocks 750 Feet

Depth on Centre of SB (H.W.O.S.T.) 24 ft. 6 ins.

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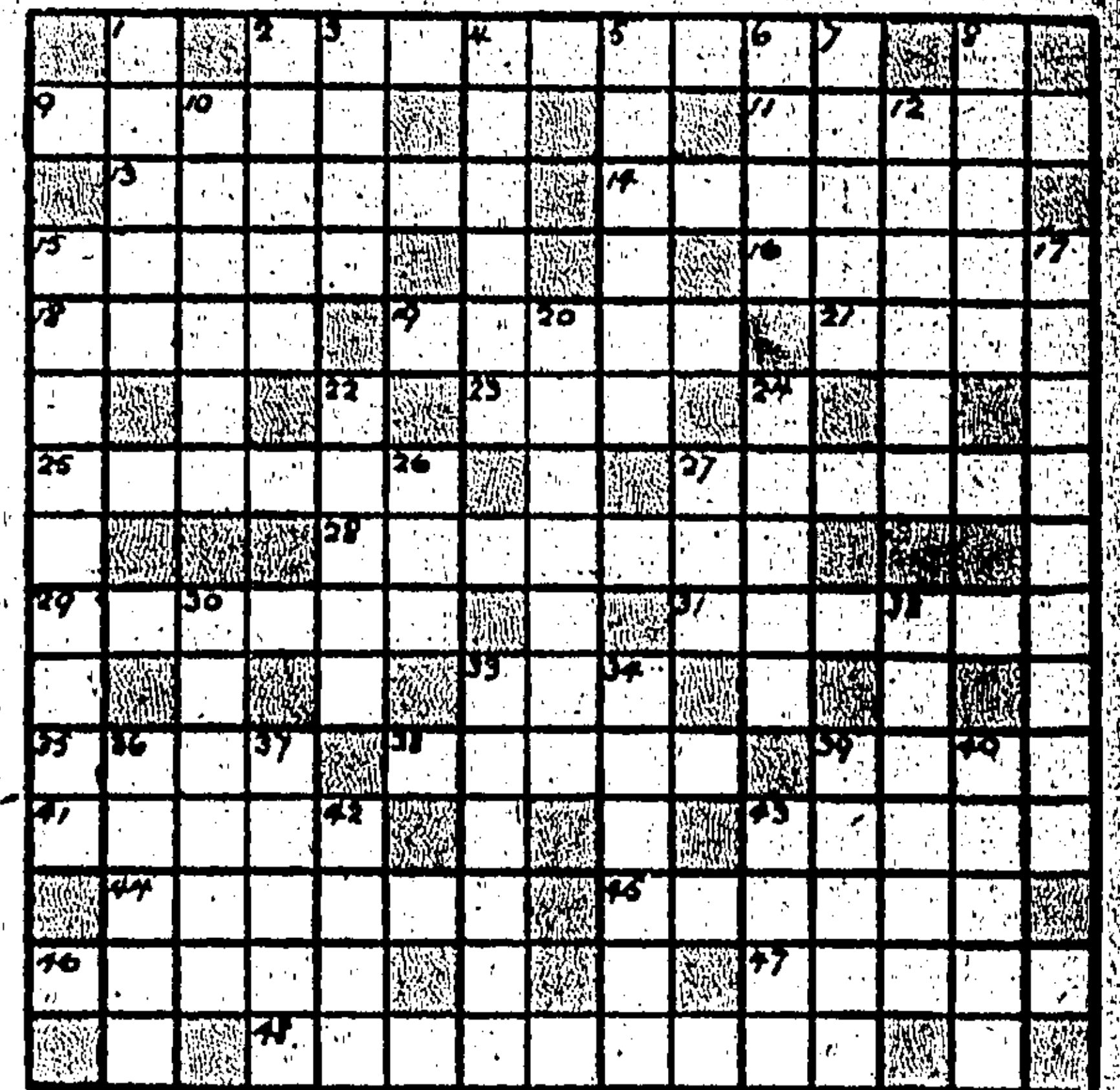
# WOMAN'S WORLD

FOR OUR LADY READERS.



Some latest additions in the feminine world: (1) Long gloves for evening, in the new pink suede. (2) The latest pearl necklaces come with side medallions and a handsome brooch drop, this one in emeralds and brilliants. (3) A modernistic mule is of gold kid, white satin and blue brocade. (4) For the hostess gown there is a fancy pump that fashions its own buckle, in pale pink crepe de chine, with floral design done in royal blue, silver and beige. (5) An evening bag of pastel coloured brocade, jewelled in tiny rhinestones, goes with every kind of evening gown. (6) Perfume and atomizer in one. (7) Coloured bath salts come in decorative crystal jugs. (8) French face powder has its own unique container. (9) Last, but not least, the ceru Alencon evening teddies, minus a back to suit the low décolletage of one's evening gown.

## OUR NEW BRITISH CROSSWORDS.



Across.

- 2 Delayed.  
 9 Bishops' hat.  
 11 Proportion.  
 13 Heavy sleep.  
 14 Collect.  
 15 To limit.  
 16 Air.  
 18 Animals joint.  
 19 Thought.  
 21 Pole.  
 23 Guided.  
 25 Middle.  
 27 Receptacle.  
 28 Appeasing.  
 29 Decrease.  
 31 System of tactics.  
 33 Animals covering.  
 35 Goal.  
 38 Malicious burning.  
 39 Blood.  
 41 Savoury.  
 43 Breakwaters.  
 44 Church service.  
 45 Tracks.  
 46 Yielded.  
 47 Set in.  
 48 Uniting by metal.

Down.

- 1 Same as above.  
 2 Prolie.  
 3 Hire.  
 4. Sorrowful.  
 5 Glued.  
 6 Once.  
 7 Pact.  
 8 Rents.

- 10 Hoisted.  
 12 Occupant.  
 15 Brazenfaced.  
 17 Pulls out.  
 20 Grave.  
 22 Tricked.  
 24 Pertaining to a district.  
 26 Human being.  
 27 Piece.  
 30 Silly.  
 32 Singer.  
 33 Ragged.  
 34 Military list.  
 36 Waned.  
 37 Rituals.  
 39 Proceeding.  
 40 Set again.  
 42 Part of a pedestal.  
 43 Principal.

Yesterday's Solution.

SOUSE APSE PICT  
 O PITH A VOID I  
 WROTH PIPE LIFE  
 NUN INANE FLOUR  
 L SCAN DILATES  
 DISH PICADOR L  
 UNION COLOR W T  
 AGREES R LAVISH  
 L E SPRAT LANCE  
 C STEELED LEAN  
 REGILDS POSE R  
 ADAGE ORIEL NEE  
 VEIN OWED ERODE  
 E NEAR A SPOT L  
 DUSTTYPE TEENS

## GORDON'S

## SHOE SALE

Definitely Concludes

on

Wednesday Jan. 29th.

## SPECIAL OFFER

Commencing Monday

Jan. 27th.

ALL CHILDREN'S SHOES

with the exception of

START-RITE

HALF PRICE.

## SMOKE

## LA PRUEBA CIGARS

AND

Enjoy A Real Good

"MANILA"

PRICES VERY MODERATE.

Obtainable at

THE SINCERE CO., LTD.

SOLE AGENTS.

## Attractiveness.

## THE CHARM OF ORDINARY PEOPLE.

There is something very delightful about "ordinary" people. When one has a bad attack of neuralgia, or is visited by some other painful ailment, how good it is to be put to bed with a big, soothing, old-fashioned poultice, a basin of deliciously-hot, home-made gruel, and a few kindly, commonplace words, instead of being told by some modern high-brow that our trouble is the result of wrong thinking, of errors in breathing, or in diet, and that the cure is simply to deny that the pain is there.

Many very ordinary women seem to carry about with them the healing balm of restfulness. Their very presence is refreshing, like cool dew on thirsty grass. The faces of such women have a singular attractiveness that is not exactly beauty. Some of the happiness and contentedness that they have found in their daily life and surroundings seems to have passed into their faces and into their quiet eyes. There is something in their looks, a sort of calm dignity, that is slowly ripening under the serene sunshine of smiling lips, cheerful words, and kindly deeds.

"God must have loved ordinary people," said Abraham Lincoln.

"He made so many of them." We feel so much at ease with commonplace, unpretending people, that it is not difficult to love them. They are, in these modern days, a living corrective, and a rebuke to our senseless search after new crazes.

## The Art of Life.

"To enjoy life," says Voltaire, "one must glide lightly over much." The art of life is not always to know the heights of joy and the depths of despair or to have our names emblazoned on the roll of fame. To the simple of the earth very frequently have come the deepest joy and the truest wisdom.

Perhaps the secret is that such people, whether their homes be in town or country, live continually near to the mighty heart of Nature, and have learned from her to be calm, sane, self-reliant, and self-dependent, as are the great forces of Nature. For in the words of Matthew Arnold—

"With joy the stars perform their shining,  
 And the sea its long moon-silvered roll.

For alone they live, nor pine with nothing.

All the fever of some differing soul."

Those we speak of as "ordinary" men and women are those amongst us who are demonstrating daily that only in calm and cheerfulness can we truly possess our own souls.

## Long Frocks.

## FRENCH PROTEST AGAINST THEM.

It was not to be expected that the prevailing fashion for long dresses would be accepted by women without protest, and it is good to learn—if you are one of those who dread the return of the unhygienic, trailing garments of former years—that that protest has been clearly voiced where it will count for most, that is in Paris.

For if the Parisian dress designers are made to see that the majority of women are determined that, as far as outdoor clothes, at any rate, are concerned, they do not mean to be magnetised or intimidated by a mode into wearing those which are both unsuitable and uncomfortable, we shall, at least, be sure of having some attention paid to our demands, when new models are being designed.

British women have based their protests against any further development of the present fashions in the direction of length, bulk, and waisted effects upon health considerations, but it is amusing to note that the Frenchwomen quite frankly object that long frocks tend to make all wearers look older.

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## FRECKLES AND HIS FRIENDS

## What Do They Suppose?

By Blosser



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 ALL WORLD'S RECORDS  
 WITH THE NEW  
**WONDER LENS f/0.99**


Suitable for amateur cine  
 cameras.

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(FLETCHER &amp; CO., LTD.)

A.P.C. Building. Tel. C. 345.





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**London DRY GIN.**  
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By Royal Appointment to  
His Majesty The King.  
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Wine & Spirit Merchants,  
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## NOW IS THE TIME TO GET YOUR FRIGIDAIRE



THERE ARE DOMESTIC  
MODELS OF FROM FOUR  
TO EIGHTEEN CUBIC FEET  
STORAGE CAPACITY.

OVER  
**1,000,000**  
IN USE THROUGHOUT  
THE WORLD.  
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Sole Distributors  
HONG KONG & S. CHINA

### DEATH.

ARTHUR.—Captain George "Duncann" Macpherson Arthur, at his residence, 88B, Nathan Road, this morning of heart failure. Age 55 years. The funeral will take place to-morrow (Sunday), passing the Monument at 4 p.m.

## The Hongkong Telegraph.

SATURDAY JANUARY 25, 1930

### ROBERT BURNS.

A year or so ago the homage so widely paid to the genius of Robert Burns, marked by the commemoration of the Poet's Birthday, was described in a London journal as "A Dying Cult." The Cult seems to be still very much alive. After more than a century of celebration, there is as yet no sign that the impetus is going out of the movement by which his fellow-countrymen and others seek annually to testify the love and admiration they feel for the National Bard. To the Burns Federation alone there are affiliated some four hundred clubs, most, or all, of whom meet on or about the Twenty-fifth of January to pledge his memory and to sing his praises, largely in the form of quotations from his own immortal verse. There is no slackening, rather there is swelling, in the flood of oratory; and it grows in warmth, while it penetrates into new regions of the world, with the passage of years. Inevitably, as the Scot moves into foreign climes, he carries with him, as a kind of slogan and mascot, the lilt and lays in which the Ayrshire Ploughman has embodied the music, the wit, the humour, and the tenderness drawn by natural magic from his native soil; and people of other tongues and races have been moved to follow the example. It may be said that if some other poets can be accounted greater, there is none other so popular, so widely and so warmly appreciated by all sorts and conditions of his fellowmen. Judged by the number of languages into which his works have been translated, by the host of memorials in his honour that have sprung up all over the earth, by the body of discussion—in speech and writing—to which his genius, his character, and the events of his too brief life continue to give rise, there is no singer of his own or of earlier or subsequent times who has awakened more personal interest, or has had a fuller response to his thoughts and words brought back to him from the great heart of humanity. The quality and strength of his song have been

tried by well-nigh a century and a half of time and change; and it promises to continue to be put to the test, and to be found ringing true, at Burns' Birthdays for ages.

The gift that came to Scotland on that January night of 1759 was one for which any nation might feel proud and grateful, and Scotsmen do well to keep it in perpetual remembrance. But why, it has sometimes been asked, should a message of such warm and thrilling human interest—a "fiery cross" to awaken and draw together the spirits of men—have been sounded first in the bleak and isolated Northern clime of Scotland; and why should the Scots, of all people, respond to it so exuberantly? They are, or their neighbours will have it that they are, a reticent and undemonstrative, if not unemotional, race, parsimonious in praise as in other things. Without stopping to inquire whether and how far this estimate is founded on knowledge or on ignorance, it may be said that while Robert Burns' message was for the whole world, it was in the first place for his own countrymen, it came, or the most precious and characteristic part of it came through a vehicle of language, or of dialect, which they alone were fully qualified to understand and take to heart. Further, Scotland was, perhaps, the place where, and the middle of the eighteenth century the period when, an arousing and thrilling note from the deeper soul of nature and of man was most needed. Literature, and most of all, Scottish literature, had for generations been held in thrall by form; the old ballad fire had gone cold and required relighting. Poetry, like politics, religion, and social ideas and habits, had become subject to hard convention. Burns' voice was not the first that broke the spell. But it was the strongest, the clearest, the sweetest, the most "understanded by the general." It set in motion or gave stimulus to forces and movements that have not ceased to operate since, and whose powerful influence and effect on national history and national character are beyond calculation.

Burns spoke to "spirits in bond"; and the outburst was where the restraint was most severe, and where the powers held in galling restraint were strongest. In the jargon of the new psychology, he broke through Scotland's "inhibitions," imposed in excessive and unnatural form and degree on thought, expression, and conduct. If he did not always speak, any more than he always acted, with wisdom, it was because he was, through and through, a man, with his full share of a man's passions and failings; a man, also, faced with much more than the average share of obstructions, from without as well as from within, lying in the way of making his light shine among his fellow-mortals. That the light has continued to glow more brightly, more widely, and more warmly is sufficient proof, both of initial strength and of prevailing purity and beneficence. It has been, for Scotsmen and for others, a beacon liberty, the symbol and sign of brotherhood.

### Naval Prestige.

Both President Hoover and Mr. Ramsay MacDonald have taken occasion to urge the public to patience in the matter of the progress of the Naval Conference, appealing for sympathetic understanding of the many difficulties which beset the negotiators. Already it is obvious that their caution was well founded. The flood of propaganda from every interested source, the several dramatic gestures inspired by a desire for an equally dramatic response, the high hopes expressed, the atmosphere of cordiality, the clearly expressed determination of every delegation to discover success, have all conducted to public expectancy. Where it has been highly developed, the apparent failure to get down to business must have fallen like a wet blanket,

### DAY BY DAY.

FALSE HAPPINESS RENDERS MEN STERN AND PROUD, AND THAT HAPPINESS IS NEVER COMMUNICATED. TRUE HAPPINESS RENDERS THEM KIND AND SENSIBLE, AND THAT HAPPINESS IS ALWAYS SHARED.—Montesquieu.

The name of The Hongkong & South China Launch Company, Limited, has been struck off the Register.

His Excellency the Governor has appointed Mr. Woo Hang-kam to be a Member of the Board of Education for a further period of two years.

His Excellency the Governor has appointed Dr. William I. Gerrard, O.B.E., M.R.C.P. Lond., D.P.H., to be Honorary Visiting Physician to the Government Civil Hospital.

At the expiration of three months, the Chuen On Steam Boat Company, Limited will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

It is notified that information has been received from the Consul-General at Shanghai to the effect that "Hongkong" has been declared by Shanghai an infected port on account of small-pox.

It is hereby notified that, at the expiration of three months, China Overseas Trading Company (1919) Limited will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

It is notified for general information that until further notice, and in the absence of any special arrangement, the charge for using the Commercial Section of the Government Aerodrome at Kowloon Bay, including any buoy belonging thereto, will be \$1 for each period of the aircraft's visit to the Colony.

It is notified, under section 6 (3) of the Societies of Saint Paul de Chartres Incorporation Ordinance, 1915, that satisfactory evidence of the appointment of Mother Marguerite de Saint Paul, Nuss, to the office of Mother Superior in this Colony of the said Society, in succession to Sister (or Mother) Felicie, in the said Ordinance named, deceased, and in her stead, has been furnished to His Excellency the Governor by the said Mother Marguerite de Saint Paul, Nuss.

The offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Chinese New Year Vacation, except on Public and General Holidays, when the offices will be entirely closed, subject, however, to the provisions of section 5 of the Supreme Court (Vacation) Ordinance, 1923, so far as it relates to the Criminal Sessions. The Chinese New Year Vacation commences on the 30th January, 1930, and terminates on the 3rd February, 1930, (both days inclusive).

which the most inspiring speeches have failed to remove. Nevertheless, there is no reason to suppose that the delegates have encountered unforeseen stumbling-blocks. On the contrary, it is because the stumbling-blocks are there that so much time is being occupied in preliminaries. The Prime Minister, with the full accord of the leading foreign delegates, is determined that the Conference shall not go the way of the Geneva Conference through lack of preparation. The worst of the difficulties are to be got out of the way before any attempt is made to thrash out points of detail in open conference. The problems of adjustment are complicated by the fact that five Powers are interested. The first plenary meeting, held on Thursday, was confined to statements by the various countries regarding their naval needs. The proceedings passed off perfectly smoothly. There was no hint of hostility; no querying of the claims of any of the countries. Yet the problem of adjusting the Franco-Italian viewpoints definitely protruded.

Italy is prepared, says Signor Grandi, to cut its navy to the lowest point acceptable to the strongest Continental Power. This implies that any figure set by France as a tonnage limit will be acceptable to Italy. But France endeavours to make out a case for a big navy and, on the face of things, will do anything except assent to Italian parity. It has been urged upon the French Government that if Italy persists in the demand, the limit should be placed at 804,000 tons, France's maximum need, requiring an insuperable effort if Italy desired to catch up. This is entirely repugnant to the spirit of the conference, and it is to be hoped that neither France nor Italy will maintain a fixed attitude. Mr. MacDonald's dictum that needs must be related to security, strength always related to risk, should guide these delegates into less controversial paths. Prestige seems to be the bugbear.

## THOUGHT AND LANDSCAPE.

One's own Point of View.

Ever since reading George Dar-ley's "Silvia, or the May Queen" I have been haunted by those exquisite lines spoken by young Romano, the hero, as he sits upon a little hill, looking out upon a sunny glade. In those lines the poet touches upon an interesting topic—the poet's temperament and the disposition of our innermost thought may play in our meditative outlook upon beautiful scenery. Romano has been wandering free as air in a country of delights and yet, looking across a glen of flowers he can exclaim:

Thickets and knolls, slopes, lawns and blossomy dells,  
Scarcely show their green for gold.  
Yet it is strange.  
There is a melancholy in sun-bright fields  
Deeper to me than bloom; I am never so sad  
As when I sit amid bright scenes alone.

To which Sylvia, a sweet shepherdess replies very acutely:  
Perchance your fortunes are not of that hue  
And then it seems to mock them—  
Come, your eyes  
Are full of meditation's tears.

This question of the effect of thought upon landscape is one worth consideration. Ruskin touched on it more than once, and so have other great writers. Thomas Traherne, already in the seventeenth century, observed that: "A very little grit in the eye destroys the sight of very heaven and a very little malice, or envy, a world of joys." If the point were not conceded and one desired to be convinced by witnesses of this curious tendency of ours to render the earth dreary and to let our personal histories becloud the very fairest scene, literature will supply abundant evidence. In "Delay Has Danger," the poet Crabbe, after writing the beautiful lines beginning:

Of had he stood before, alert and gay,  
To had the glories of the new born day,

which deal with a young man's happy reverie in the presence of a rural scene, goes on to give a masterly description of the same scene viewed in autumn "by the same onlooker; but with just that one wry tendency present in his thought which is capable of turning the swallows twittering flight, the misty huts across the fen, to things of pathetic import and melancholy prearrange."

It would, of course, be easy to multiply quotations of this kind, for poets have been much given to following the example of Shakespeare's Jacques, roaming through the forests of the world meditating on the bitter blowing wind, the freezing sky and man's ingratitude. Sometimes, too, they have, with pathetic unreason, transferred their own melancholy to nature and sung "O Willow, willow," or "Why does the sea mean evermore? Shut out from heaven it makes its moan." But what is more interesting to remember is the strange truth that all our experiences in the presence of nature are conditioned by thought. Thoughts, as Ruskin pointed out, clearly underlie all our moods and responses to nature. "Our delight so far from being without thought, is more than half made up of thought, but of thought in so curiously languid and neutralized a condition that we cannot always trace it."

But one can best speak of these things from one's own experience. Not long ago I sat for hours gazing from an Alpine village at a distant landscape wherein palest cliffs of aerial blue arose from a sweet forget-me-not lake. Those rugged peaks, I knew, had I crossed the lake and set out to climb them, would have proved to be clothed with dark pine forests, cut by deep ravines, often and sombrely overshadowed, crovassed and bowdlered. But, from my vantage point across the water, they might have passed for the frontier peaks of Fairyland.

The horizon line before me, however, so high in the sky, so lone and wild and lovely, closed up with a flat finality that would seem to have indicated the end of even Fairyland. Indeed it was difficult to imagine any obverse side to those wall-like castellated summits, and one's thoughts lingered rather amongst the pale purple rocks and the blue and white clouds and shadows on this side; travelling upward, like the youth who would say naught save Excelsior, and thinking to come into a fair uplifted country of the imagination.

It was on a terrace overlooking Leman that I sat, and presently the sky to westward changed to pale lemon and I saw the sunset's glory begin to crown the day. Geneva was before me. I came down to earth again; remembered the many hopes centred in that city and thought how I inhabited "no Fairyland but a continent immersed in political problems, where men do

ascend from the mountain tops to revolve this scheme and that for the bettering of the government of nations. Why Geneva was in my thought so persistently that afternoon I cannot tell, neither can I tell why the great cliffs of the Alps of crystal white and blue, their sheer and dreamy beauty, of the fabulous, fair hills of glass in a favourite fairy tale. Nor can I tell why Excelsior (a poem) that is no favourite of mine) in this mood took on a peculiar beauty and haunted me in my paradise of blue.

'Tis as Lamartine said, I suppose, "the spectacle is always in the eye of the spectator and everyone carries with them their own point of view." Thinking it over afterwards, I was glad that my point of view had allowed me this much cheerful-ness, that the thought-horizon bounded by those mighty cliffs was gay and the evening view down the lake ended in assurances of peace and happiness. For it had not been over so with me, even when gazing down on beautiful Lac Leman. In school days, for example, I can remember making my evening cutsey and then, oppressed by some passing cloud, going upstairs and looking out toward Geneva, the Alps, or the sunset, with unresponsive feelings.

Indeed what I seem to have achieved upon those last, happy summer afternoons is the replacement of grave thoughts with gay, in the presence of my lake. For somehow, earlier days have coloured my view of Leman for many a year and coloured it too darkly. I was such a melancholy, youthful exile when I walked first upon its margin; heard the waves clap in November on a dreary little strand; saw the grey gulls flying and "the blue" driving the shrivelled plane leaves heter-skelter, hither and thither. Memory had somehow enshrined the gloomer aspects of those foreign, student days rather than the bright ones.

But now that was all far past and I understood what the poet meant when he said: "But sweet is sweet, though purchased by sorrow." I was grown-up and happy; the lake was blue; the mountains beckoned; the red roses glowed; the little waves came dancing to the quays; four dazzling swans floated by and it was wonderful to reflect that even penitive hours can be made to shine and flower; if one is bent on sharing a landscape of the thought.—G. T. in the *Christian Science Monitor*.

The health bulletin of Eastern Ports, issued by the Medical and Sanitary Services, for the week ending January 18 shows the following cases of infectious diseases and deaths therefrom: Plague, Rangoon 1 case, Colombo 3 cases 3 deaths, Semarang 1 case 1 death, and Saigon 1 death. Cholera, Calcutta 44 cases 28 deaths, Rangoon 2 cases 2 deaths, Tutuorin 3 cases 1 death, Bangkok 2 cases, Saigon 2 cases 1 death, and Pnom Penh 2 cases 2 deaths. Small-pox, Berbera 2 cases 1 death, Baghdad 3 cases, Bombay 86 cases 33 deaths, Calcutta 41 cases 28 deaths, Cochin 58 cases 6 deaths, Karachi 7 cases 2 deaths, Madras 9 cases 3 deaths, Moulem 3 cases 2 deaths, Rangoon 1 death, Vizagapatam 2 cases, Batavia 1 case, Pnom Penh 1 death, Saigon 1 case, Canton 4 cases 1 death, Shanghai 5 deaths and Dairen 1 case.

### WHO WAS....

#### SAM SLICK?

Sam Slick, of Slickville, New England, was a clock-maker, who peddled his clocks and peddled them very successfully, among the cautious folk of Nova Scotia, during the first half of last century.

By nature the Nova Scotians were a slow moving race, slow to think, slow to speak, slow to act, but wonderfully quick to nose out bad bargains. Yet even they were charmed by Sam's engaging manner in to buying his clocks.

Sam was one of those cool creatures whose presence of mind is never shaken, who are never taken aback or perturbed, who have an answer ready for every question, and an explanation ready for any mishap.

He was an amusing talker, too, was Sam, which undoubtedly accounted for some part of his success; and he knew, also, how great is the power of flattery, properly applied.

Although Sam was intended as a caricature of the successful salesman, he stands out in the book as a very real figure, thanks to the skill of his creator, Judge Thomas Chandler Haliburton, author of "Sam Slick," the Clock maker, and "Sam Slick in England."

## POPULAR MOVIE THEME SONGS

## VICTOR RECORDS

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Lover come back to me  
21886—Broadway Melody—Fox Trot ... .. *Shilkret's Victor Orchestra*  
You were meant for me—Fox Trot  
21927—Walking with Susie—Fox Trot ... .. *Olsen's Music*  
That's You, Baby—Fox Trot  
21984—The Wedding of the Painted Doll ... .. *Charles King*  
Broadway Melody  
X 22012—Singin' in the Rain—Fox Trot ... .. *Arnheim's Orchestra*  
Your Mother and Mine—Fox Trot ... .. *Shilkret's Victor Orchestra*  
X 22041—Low Down Rhythm—Fox Trot ... .. *The High Hatters*  
Gotta Feelin' for you—Fox Trot  
22043—The Wedding of the Painted Doll ... .. *Victor Salon Orchestra*  
Pagan Love Song  
X 22057—Singin' in the Rain ... .. *Johnny Marvin*  
Orange Blossom Time  
22124—Sunny Side up—Fox Trot ... .. *Hamp's Serenaders*  
If I had a Talking Picture of You  
22136—You want Loyn'—Fox Trot ... .. *Rudy Vallee's Yankies*  
X From Metro-Goldwyn-Mayer Picture "Hollywood Revue"  
of 1929—showing at Queen's Theatre on January 25th.

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Chater Road.

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- DRESSING GOWNS from \$12.50  
SPORT COATS " 8.50  
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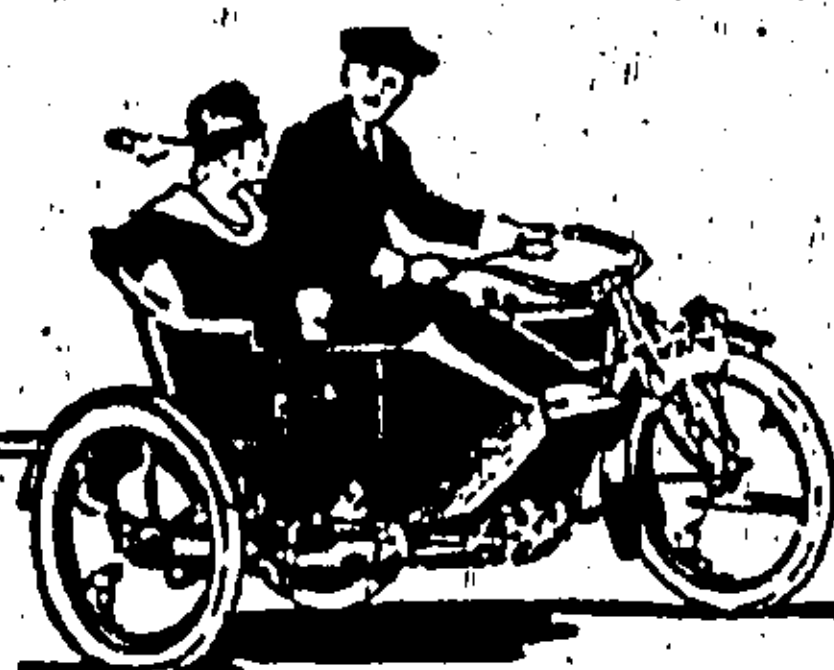
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### KIDDIES' WEAR.

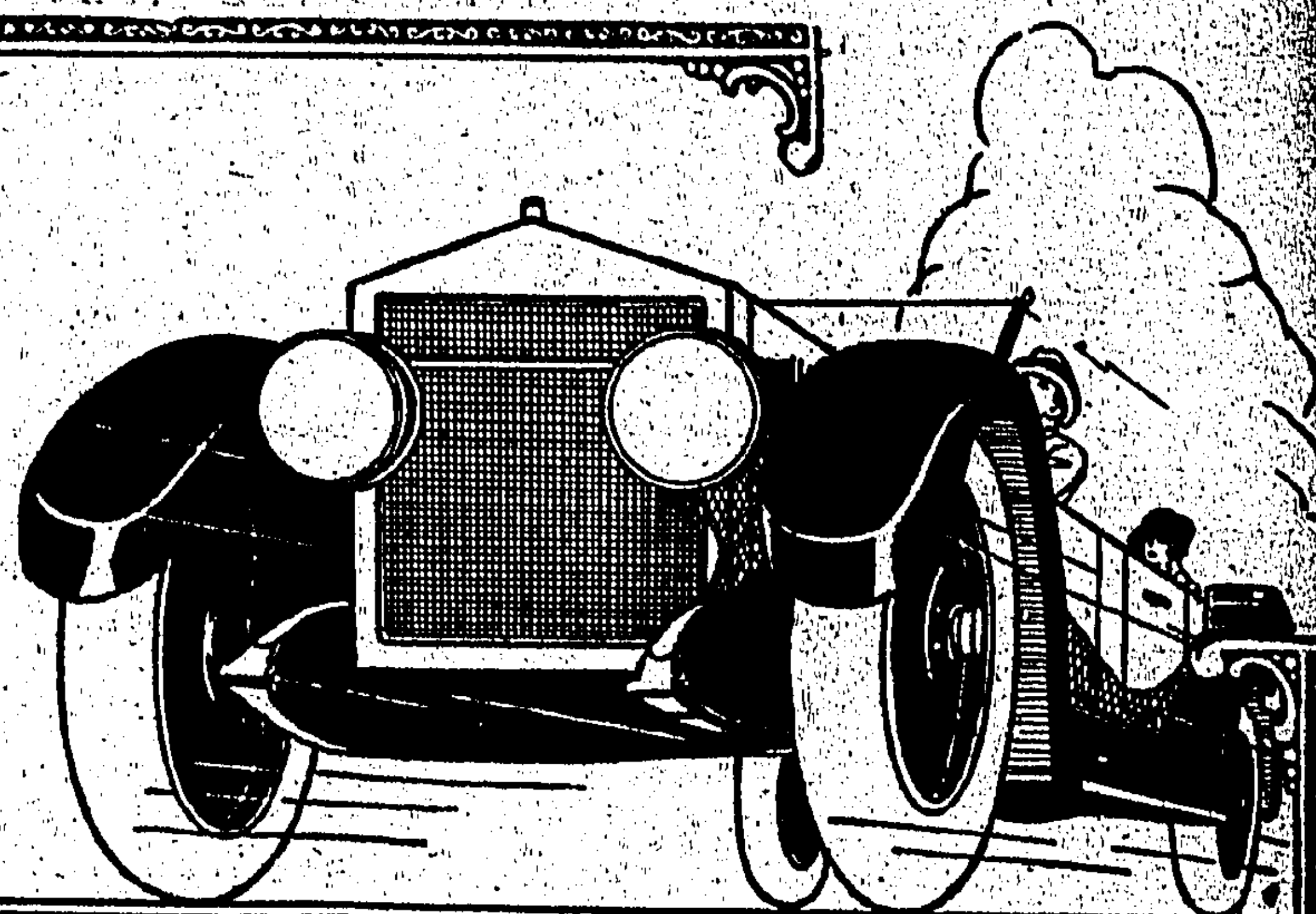
Lane, Crawford, Ltd.



# MOTORING SUPPLEMENT



OF  
THE HONGKONG TELEGRAPH  
SATURDAY, 25th JANUARY, 1930.  
Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.



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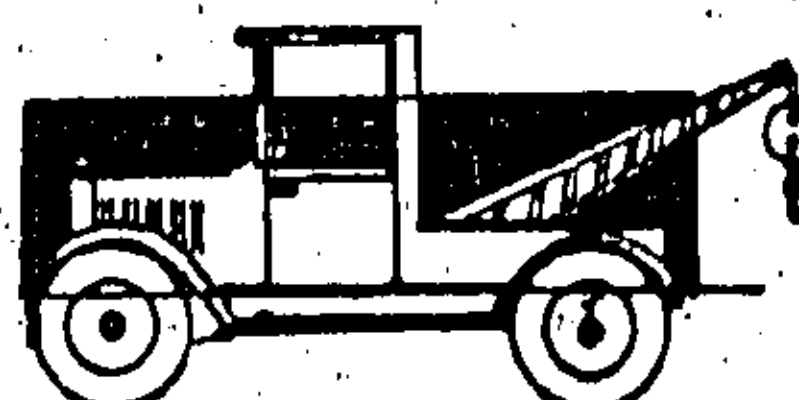
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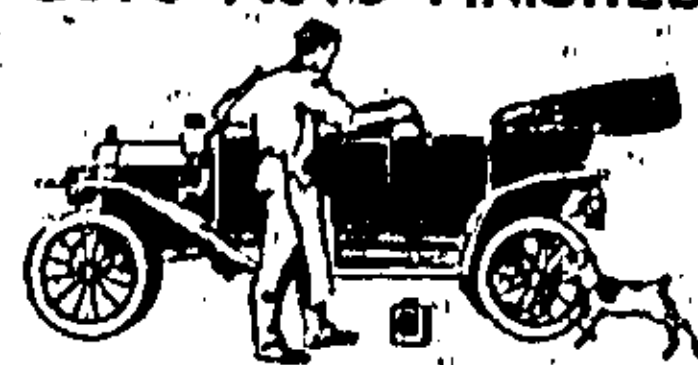


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[Sole Agents.]

## THE FEMININE TOUCH IN CAR FASHIONS.



Three of the six noted women artists and stylists whose ideas have been incorporated in new body designs for autos. Marion Taylor at left, Naysa McMein at right, and Helen Dryden, inset.

[By Israel Klein.]

New York, Dec. 17th.—Realizing that women to-day are buying most of the automobiles in America, one of the largest automobile manufacturers has turned to women to ascertain exactly what they want in motor cars.

Present Studebaker models, as a consequence, bear the marks of the feminine touch of six distinguished women artists, designers and decorators.

They served as a style committee to develop and pass judgment on colour harmonies, appointment styles, upholstery, fabrics and general body design and co-operated with the regular designing department of the company.

### Leaders in Design.

The committee consisted of: Helen Dryden, artist, interior decorator and designer; Naysa McMein, artist and illustrator; Marion Taylor, style consultant and merchandise counsellor; Rose O'Neill, originator of the "Kewpie" doll, author and sculptor; Marjorie Oelrichs, society's consultant on interior decoration and Mrs. Lee Simonson, internationally known artist and designer.

Miss Taylor, who has years of experience in "discovering what

women want in style and colour," probably expresses the view of the committee in detailing the woman's point of view toward motor cars.

"There is no one general type of design for an automobile that could be said to be uppermost in the minds of women," she says, "most likely because women themselves are divided into two major groups. There is the sophisticated city woman, as opposed to the rest of the field.

### Eye for Town Car.

"By the sophisticated city woman I mean not only the New Yorker, but any woman who feels at home just as much in San Francisco and New Orleans, as she would on Broadway. Yet this woman's taste runs to two types of automobiles. These are the smart town car and the sports car for the country.

"I have observed that the town car is becoming more and more conservative. It has to-day an elegance that tends to hark back to the old coach days. It is simple in design and its colour is apt to be dark blue, or dark green, or even a rich wine colour, as well as black.

"What makes the town car elegant in appearance is its line and its finish. The town car

doesn't change in style, either. The only changes that can be made in it are in its details, its appointments. Correctness is a necessity in this type."

Miss Taylor is discussing the preferences of the well-to-do sophisticated city woman, who can afford a high priced town car as only part of her automotive "stable." But she also explains that as this particular type of woman goes, so goes the general field of womanhood.

### Want to Look Smart.

"The woman who isn't wealthy enough to own a town car," she said, "wants whatever type of car she can afford to buy to look as much like the town car as possible."

"When the sophisticated woman drives out into the country, however, she must have a car that will conform with her mood and dress as she goes out to golf or to the races.

"Then, the smart woman wears bright colours," Miss Taylor explains. "She puts on a gay tweed dress, wears brogues and jams her hat down smartly on her head. In that mood, therefore, she wants a car to suit her—one that has swank and dash and is quite the opposite of the sedate town car."

Large for J.M. King Fund of Egypt, four ships' lifeboats for the Holland-America Company, and various smaller craft destined for service in Brazil, Sweden and Denmark, in addition to others for use in home waters.

With few exceptions all these boats will be motor propelled by means of one or other of the various types of Thornycroft marine engines, ranging from their well-known "Handybilly" type of 7½ h.p. to their 12-cylinder engines of 375 h.p., to be installed in pairs in the Coastal Motor Boats to give these the contract speed of 37 knots.

### A.J.S. Light Car.

With the object of placing on the market a new light car whose chief characteristic will be sterling value at a reasonable price, Messrs. A. J. Stevens and Co., (1914), Ltd., Wolverhampton, are now engaged on its production.

The new model will be a 9 h.p., four-cylinder water-cooled side valve engine being capable of developing 25 to 30 B.H.P. There will be a normal three-speed and reverse gear-box, the crank-case running in three main bearings. Four wheel brakes and wire wheels are other items on the specification, in which final trans-

## PARKS 1,000 CARS.

Skyscraper Garage.

24 STOREYS HIGH.

The second of two skyscraper garages is being built in the Gotham district of New York. The new building is one of a chain of parking stations and will be 24 storeys high.

Parking space will be available for 1000 cars and three automatic highspeed elevators are installed, each accommodating two cars at a time. The Kent system of automatic parkers takes the cars from the elevators to their allotted spaces and brings them out again when required. The building is provided with the most modern type of car laundry and greasing equipment.

Similar garages are being built in Newark and Chicago, and others are contemplated in New York and other cities.

## BABY TRUCKS.

America's Bid.

5 CWT. CAPACITY.

Baby trucks as well as baby cars will be products of the Martin Motor Truck Corporation, which is breaking into the small vehicle market in the U.S.A.

Though plans for the tiny cars were first announced, the trucks actually are being made.

The truck is called the Martin, from its inventor, James Martin, who is well-known as a maker of aeroplanes in the United States.

This baby truck has a wheelbase of 60 inches and is of five cwt. capacity with ability to carry a 100 per cent. overload. Its weight is only 700lb. and it is described as a body fitted with four wheels and an engine. The usual accessories such as starter and generator, &c., are fitted and a form of suspension based on aeroplane undercarriage is used, the usual steel springs being replaced with rubber aviation cord.

The Martin Corporation will be enlarged later to include the production of a baby car which will sell in America for about 250 dollars.

## WORLD OF AUTOMOBILES.

In 1940, according to an estimate of the American Automobile Association, there will be approximately 35,000,000 motor vehicles registered in the United States. This number is more than the present world registration figure.

mission by spiral bevelled drive is also included.

The car will be a soundly built vehicle of straight-forward design, and the makers expect to have the first models undergoing a searching road test in February, and hope to begin regular production in July or August next.

The new car will be available in three types:

A Four-Seater Tourer.

A Two-Seater Sports.

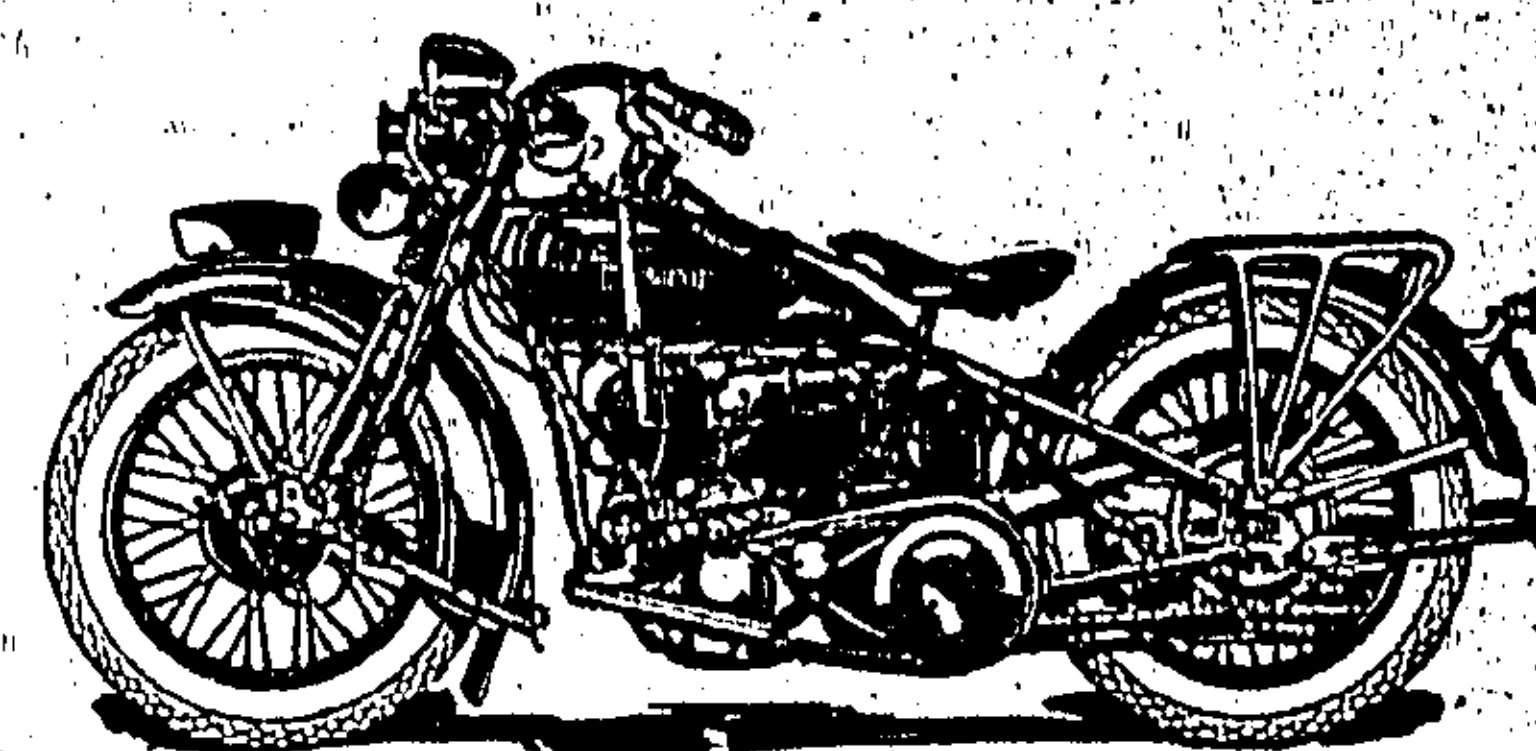
A Four-Door Saloon.

Only one model chassis will be built in order to minimise costs, and it is probable that the three alternative bodies will be fabric covered.

The firm have been contemplating production of light cars for some time, in fact once built six cars, but were obliged to postpone production owing to pressure on the factory. However, they have recently been inundated with enquiries by their agents, and as the firm have now the facilities to do it they have decided to get into production with this new 9 h.p. model as soon as possible.

The car will be built entirely by the firm at their Wolverhampton works.

## THE WONDERFUL 1930 "HARLEY"



Now on Display.

SEE THE NEW MODELS EARLY.

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KOWLOON.



## BUY A CAR FOR YOUR LEAVE - WE BUY IT BACK

By buying a car from us for your leave you will avoid the difficulty of re-selling it at the end of the time because we will arrange to buy it back and we will fix the price for the re-purchase before we sell the car to you.

Write to us and arrange the whole thing. The car will be waiting at the land-

ing stage with your driving licence when you arrive. Moreover, if you wish, we will lend you an instructor for three days free of charge.

Write to us now and we will send you fuller particulars of the remarkable things we can and will do for you.

## AUTO AUCTIONS

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OLD BOND ST. LONDON W.1

World Distributors of the Blackburn Bluebird Light Aeroplane

## BRITISH PROGRESS.

### Motor Production.

### BOOK TELLS STORY.

"Pride of Achievement," a booklet issued by the Society of Motor Manufacturers and Traders, London, briefly outlines the history of the British motor industry. The author, H. Thornton Rutley, foresees great expansion for the industry in the near future, and deals with the motor trade from its earliest beginnings.

The success of British motor vehicles has always been due to the thoroughness and care with which they are built and the experimental and research work which precedes their production. Many features and details of modern cars which are accepted as standard by motorists, and even manufacturers in other countries, are the result of the inventiveness and sound engineering principles of English manufacturers.

They led the way in the search for the most suitable steels and alloys and materials which go to the making of a fine car. British

cars and commercial vehicles are composed of the finest materials known, which is one of the reasons for their long life and economy of upkeep, the book declares.

Pneumatics Are British. Motorists all over the world are indebted to an Englishman for the invention of pneumatic tyres which has placed Great Britain in the forefront in this important part of motor equipment. Most of the world's motor records have been made on British tyres.

Despite the havoc caused to the industry by the war, it has progressed enormously. In 1918 British manufacturers produced 44,000 vehicles. By 1928 the output had grown to 211,871. To-day about 225,000 people are directly employed in the industry, while about 225,000 more find employment in the production of raw materials.

The manufacture of special vehicles for military, commercial and agricultural purposes has always been a specialty of the British motor trade, which has also produced most of the famous racing machines on land and sea and in the air. The quality of British coachwork is beyond question.



## CYCLE AND MOTOR CYCLE SHOW.

### Popularity of Two-wheeled Machines.

The Motor-Cycle Show held at Olympia, Kensington, supplied a fitting conclusion to a great show year, as far as all forms of transport were concerned.

This year has been remarkable for the great advance in design made in all forms of road transport, and the motor-cycle is certainly not lagging behind the larger vehicles.

Motor-cycle manufacturers have made as great if not greater strides in this country than the car manufacturers along the same lines.

The two-wheeled machines at Olympia this year were in a number of cases an immense advance on anything that was shown in 1929. They are more flexible and therefore easier to control. They are more silent and therefore more pleasant to ride, and they are also easier to maintain.

### Efficient Silencing.

Silence has always been a sore subject with motor-cyclists, principally because it is a more difficult problem to silence effectively a motor-cycle engine than a car one, as in the case of the motor-cycle the entire engine is exposed to the air and is not muffled by a bonnet.

In addition, the problem of silencing the exhaust gases is more difficult, as with the old type of silencer one nearly as big as the machine itself would have to be carried to produce the desired result.

British motor-cycle manufacturers have, however, risen to the occasion and exerted their ingenuity with remarkable success. They have produced engines which run silently, while the new types of silencers that have been

adopted on nearly all machines can give no further cause for complaint.

In addition to providing a cheap and excellent means of transport the motor-cycle provides the best wheel sport in the world.

It has been claimed that the motor-cycle is the most efficient system of transport that has yet been invented. It is cheaper to buy and to run than the car and it has to meet none of the practical difficulties which still beset the aeroplane.

### The Sporting Appeal.

It is more effective in relation to its cost than any other road vehicle, and it makes the joys of the road and of the countryside obtainable to many who would otherwise never know them.

It has in addition a tremendous sporting appeal, especially for the young, which can never be equalled by any other vehicle, even if they were attainable.

A firm which is almost a household word to every motor-cyclist is that of Douglas. They were one of the first manufacturers to introduce a twin-cylinder engine of a novel type with horizontally opposed cylinders, and they have remained faithful to this design ever since.

This year they have introduced an attractive new 600 c.c. side-valve model in two types; one for the sportsman and the other as an ordinary touring vehicle.

The engine has dual-plated cylinders and enclosed valves; while the lubrication is supplied by a vane type mechanical pump in the sump. A special small single lever carburettor is employed and the flywheel clutch has been considerably modified.

A new frame has also been introduced which is claimed completely eliminates whip. It is sold at the low figure of £49 10s.

The well-known 260 c.c. machine is retained and the other models have special overhead valve engine for racing work.

### Other 1930 Models.

Raleigh are also very well known in the motor-cycle trade. They are concentrating on five machines for 1930, two of them having overhead valves and the other three side valve engines.

For those who require a light machine under 200 lb. in weight the 225 c.c. side valve model should appeal. It is placed at the low figure of £36. Two other interesting models are 500 c.c. machines.

A. J. Stevens and Company are famous on the track and in competition work. They hold an enormous number of speed records and wherever there is a great motor-cycle race the A.J.S. is certain to be well to the fore.

This year they are showing a large selection of models, the smallest being a 248 c.c. two port overhead valve engine and the largest is a twin cylinder 296 c.c. machine with side valves.

Some of the new models have a new frame in which the engine is inclined forwards while the engines themselves have been extensively altered to incorporate all the lessons which the firm have learnt during their successful year's racing.

Ariel have largely adhered to their last year's successful models, and as in many respects they were pioneers this is not surprising.

The novelties consist of two sports models with 250 and 500 c.c. engines developing considerably more power and with chromium plated tanks.

Three-wheelers are becoming increasingly more popular as they allow a comfortable body to be fitted which gives more protection from the elements and at the same time they have a lower tax than a four-wheeled vehicle.

The Coventry Victor Motor Company have six models for 1930. All have twin-cylinder engines placed across the chassis driving through a dry plate clutch to an open propeller shaft. Very comfortable bodies are fitted, and

## TESTS FOR MOTOR DRIVERS.

One person is now killed every 6½ hours in the streets of London by a motor accident.

It was under the shadow of this fact, quoted by one speaker from official returns published, that the Peers met recently to consider the details of the new Bill for regulating motor traffic.

Lord Howe (formerly Viscount Curzon) was heard with great interest on the subject of tests for drivers in view of his experiences as a racing motorist. He was against compulsory tests for all, but strongly in favour of a voluntary system under which bodies like the A.A. and the R.A.C. might hold examinations in a form approved by the Ministry of Transport to which drivers might submit themselves.

The best drivers in Great Britain to-day, he said, were the drivers of the London General omnibuses—and that was because they had to go through stringent tests. The standard of driving would be improved by the voluntary test system, and soon it would become almost compulsory, because the first thing that would be asked in case of an accident would be whether the driver had passed the test.

Lord Banbury: Then the position would be this: I am run over by a man who has passed a voluntary examination. The court asks him if he has passed. He says "Yes," and then the court says, "You can go on running over Lord Banbury if he is still alive and nothing will happen to you." (Lord laughter.)

"I have never driven a motor-car in my life," he continued, "but I have driven in London all kinds of horse-drawn vehicles from one

to four, and my own belief is that the more skilful a man is the more dangerous he is, because he becomes more reckless. What is wanted is more road sense; and you will not get that by examination."

The argument put forward by Lord Russell on behalf of the Government (with which a number of other speakers agreed) was that a stringent test such as that applied to London omnibus drivers, which lasts three weeks, would be impossible, and that a simple test would be useless.

The inexperienced driver, he contended, was not the one who caused accidents, because he knew his limitations and drove carefully. The person who causes accidents is the person who thinks he can do anything and does it once too often. Such a man could pass any ordinary examination.

After Lord Redesdale, who has been driving a car since 1905, declared that a driving test he once passed in France was "an unutterable farce," Peers rejected the proposal to impose tests by 57 votes to 30.

Several Peers looked with great disfavour on the proposal in the Bill to allow the issue of motor-cycle driving licences to boys and girls of 16.

Lord Cranbrook, who is 29, interrupted a chorus of protest from the more elderly Peers on the dangers of motor-cycles by assuring them that in his youth he had driven motor-cycles, ridden behind motor-cars, and "I can assure you that I was considerably more frightened sitting behind in cars driven by some members of your lordships' Houses than I ever was on a motor-cycle."

one model has an attractive coupe body.

### Lubrication.

At the Motor Show the Texas Oil Co. had a demonstration on their stand which attracted a great deal of attention. This consisted of a hot plate on to which oil was dropped.

Many oils when burned away leave a black carbon stain, but with this brand of oil the stain was hardly noticeable—proving that when it is used in an engine where similar conditions of heat exist, it will not form hard carbon deposit.

The demonstration was repeated by the Texaco people at the Motor-Cycle Show.

### LIGHTS FOR PEDS.

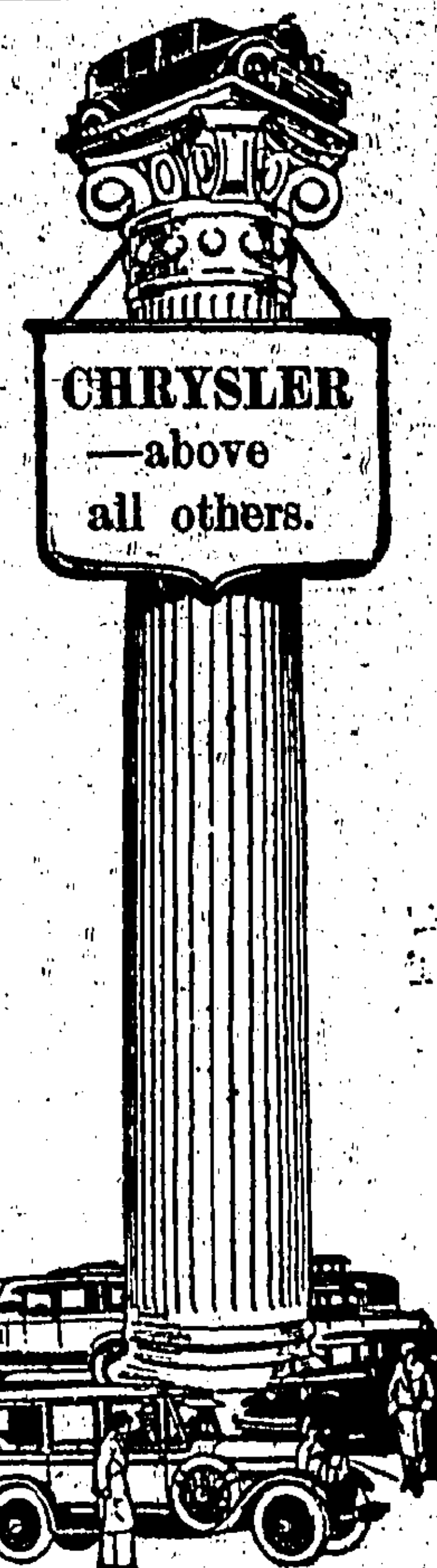
#### Safety First Reflector.

A "safety first" device that is really a tall light for pedestrians, is being marketed in London. It is simply a leather belt, fitted in front and at the back with a reflector. For those who walk or cycle on dark roads at night the device is a simple and effective precaution against accident.

Another form of safety reflector is fitted to the back of the right-hand driving glove, and is easily distinguished by following drivers when hand signals are made.

### AUTOS KILL MANY.

Four hundred and sixty-six persons were killed in 27,539 motor vehicle accidents in Connecticut during 1928. 12,797 were injured and property damage amounted to \$2,906,127.



SOLE AGENTS

**The Republic Motor Co. of China.**

(Successors A. LUNG & Co. Auto Dept.)  
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HERE are tires that have written their own enviable history achievements... ruthless demands have been answered with astounding records of performance beyond anything ever before known.

Such performance is not haphazard; instead, it is the result of methodical engineering calculated to produce consistent results under all circumstances, at lowest cost.

We are giving motorists "Most Miles per Dollars;" come in and let us show you how and why.



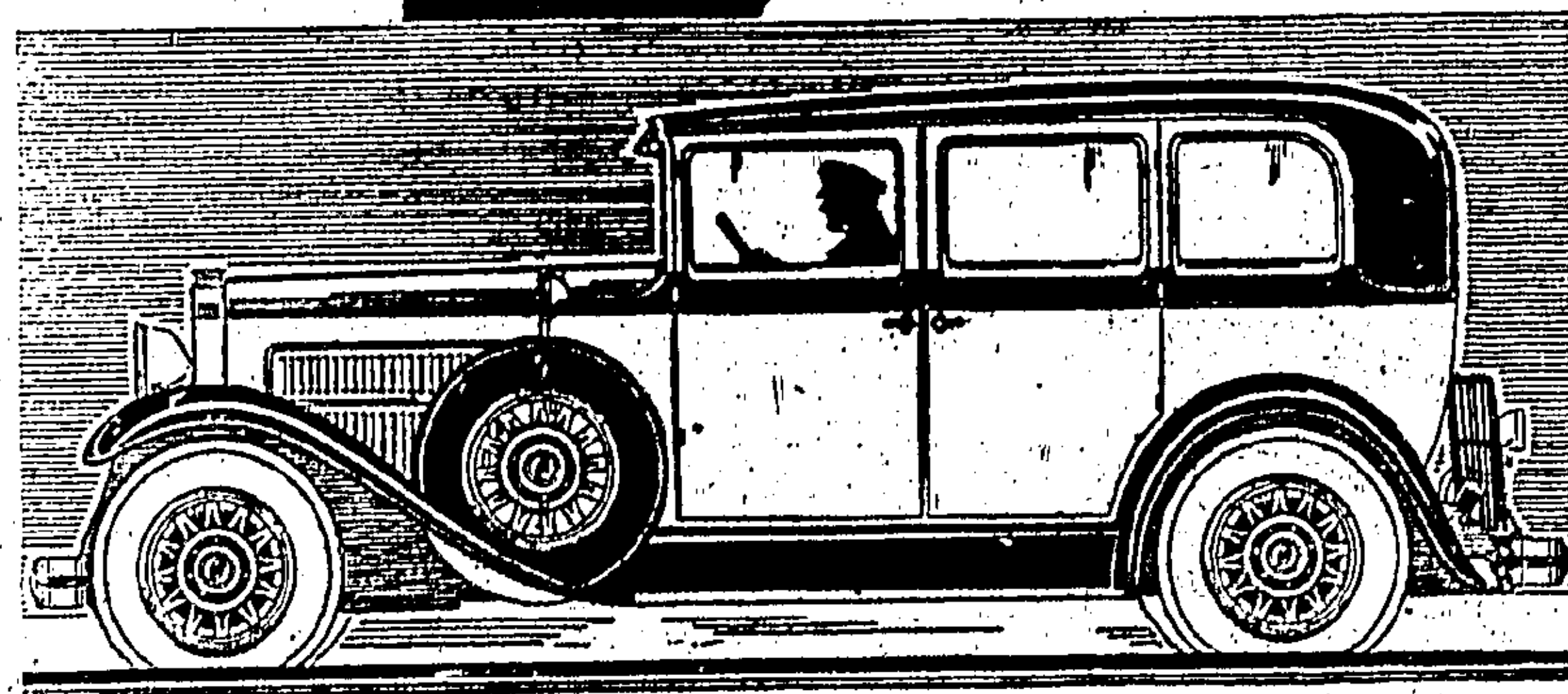
**The Dragon Motor Car Co., Ltd.**

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He Says—  
"HOW EFFICIENT"

She Says—  
"HOW CHIC"



THE appeal of the Nash "400" is to those with an intuitive regard for that which is manifestly smart and correct... Here is refinement without affectation; long, low-slung classic lines devoid of unnecessary ornament; colour to delight the most critical; upholstery that is luxury!

With beauty, Nash engineers have combined mechanical features usually associated with cars that cost much more. Twin ignition engines add power, save fuel, give greater, smoother performance. Centralized chassis lubrication oils 21 vital chassis points at one touch. Outboard mounted hydraulic shock absorbers level and cushion every road. A new steering mechanism affords the world's easiest driving control.

There are no "extras" to buy, other than a spare tyre. Everything from bumpers to tyre locks is included in the moderate price.

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LANE, CRAWFORD, Ltd.

# Hongkong Telegraph.

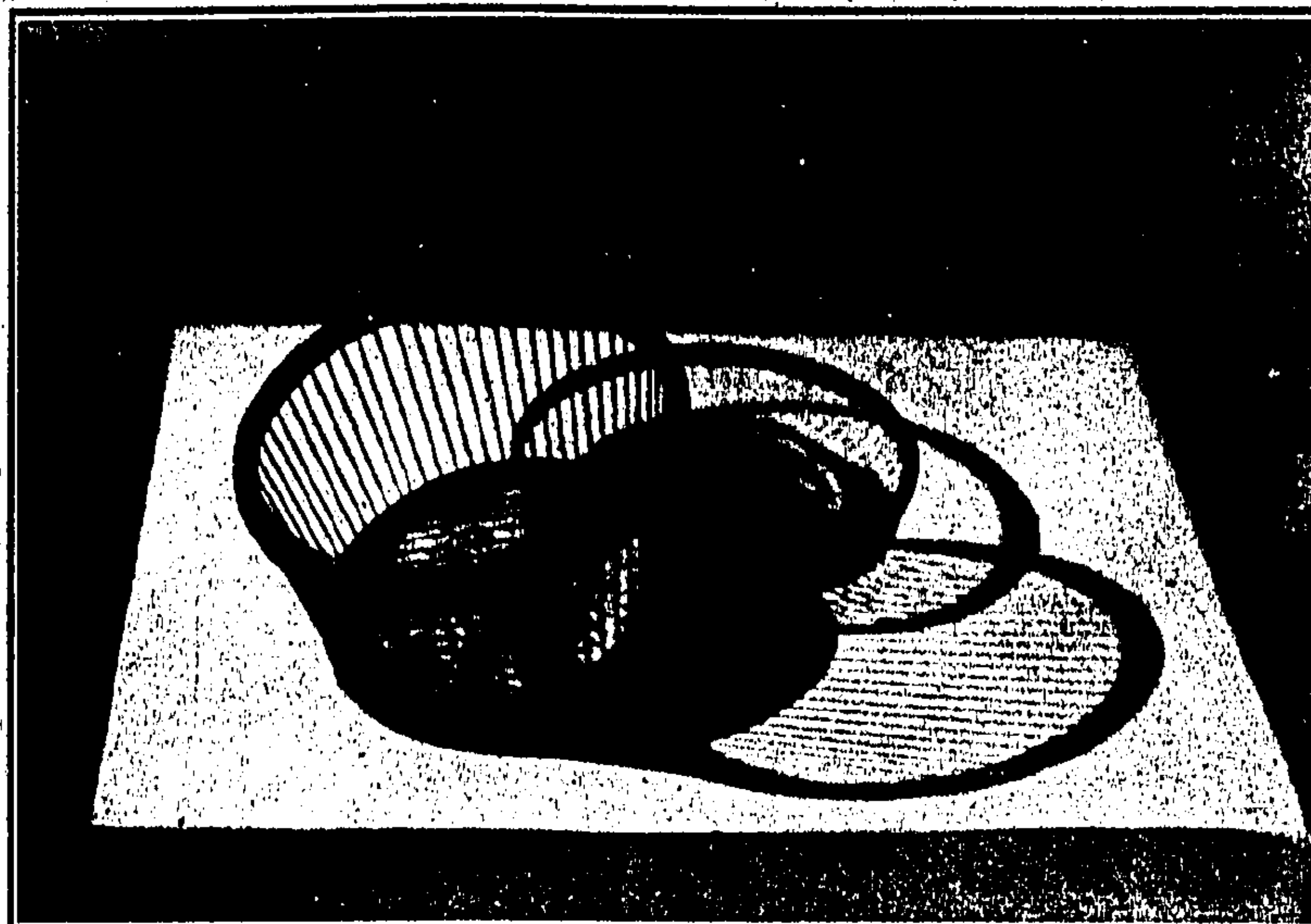
Pictorial Supplement

January, 25th, 1930.

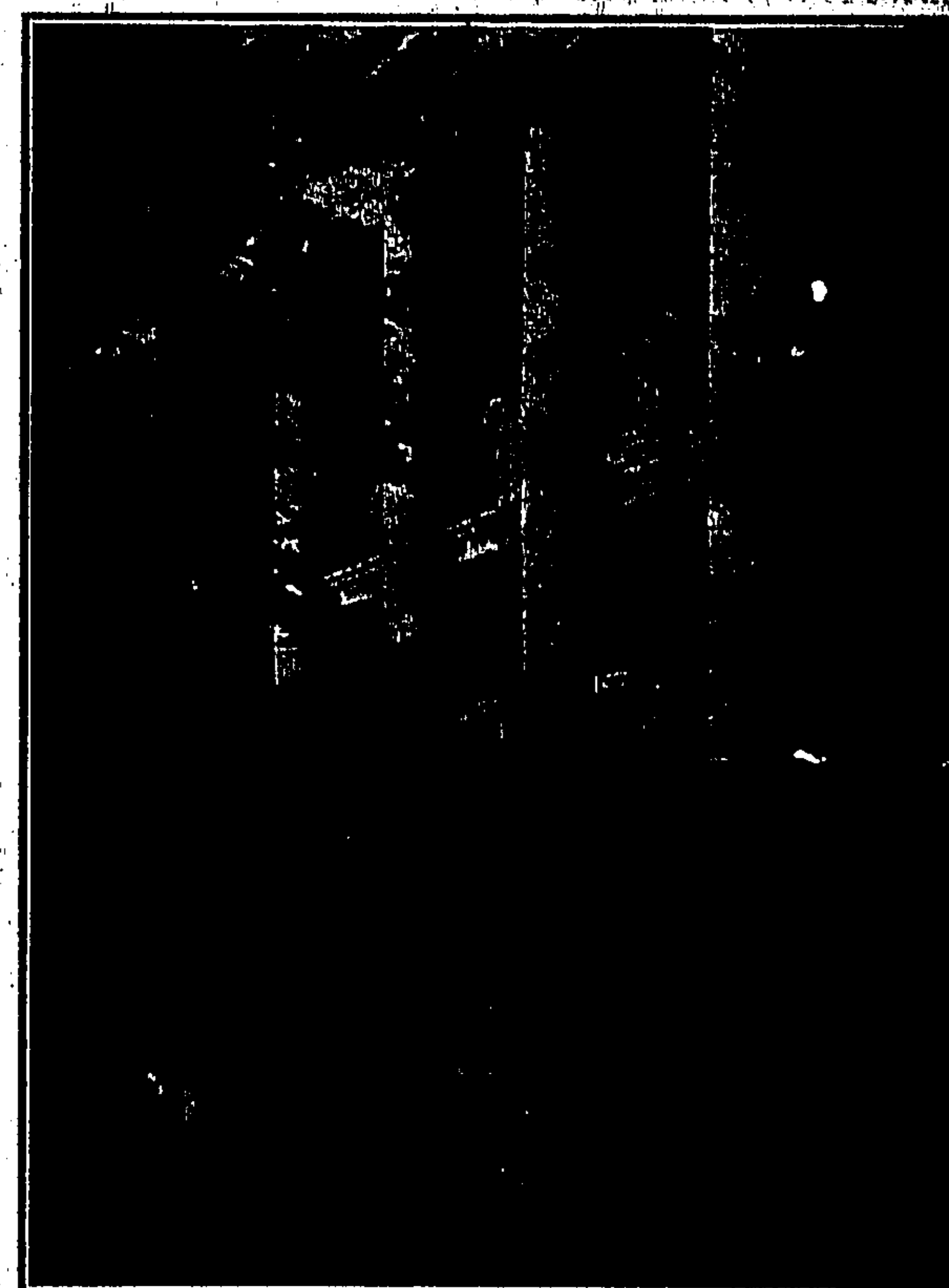
WAIT . . . . .  
FOR THE  
NEW  
**DYNAMIC**  
**ERSKINE**  
Due February Fifth!



"Morning Shadows" is the appropriate title of this picture, by Mr. K. W. Khoo, which won third prize in the Members' Section of the Hongkong University Amateur Photographic Club's recent exhibition.



Mr. J. Kotwall won the second prize of the Open Section of the University amateur photograph exhibition with the above picture, entitled "Design."



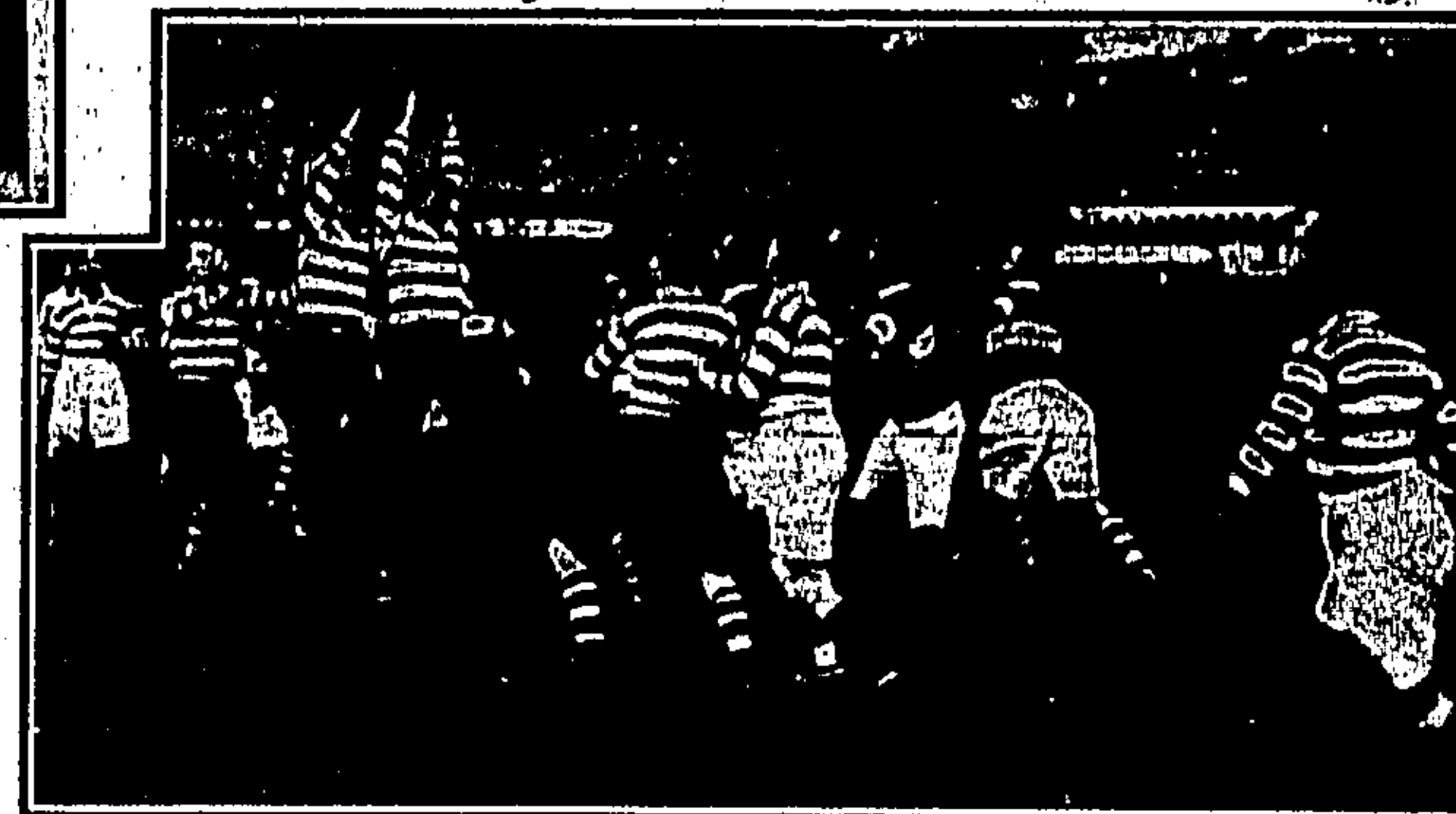
Entitled "Columns," this picture, by Mr. C. Y. Yeap, won third prize in the Pictorial Section of the University photographic exhibition, confined to amateurs.



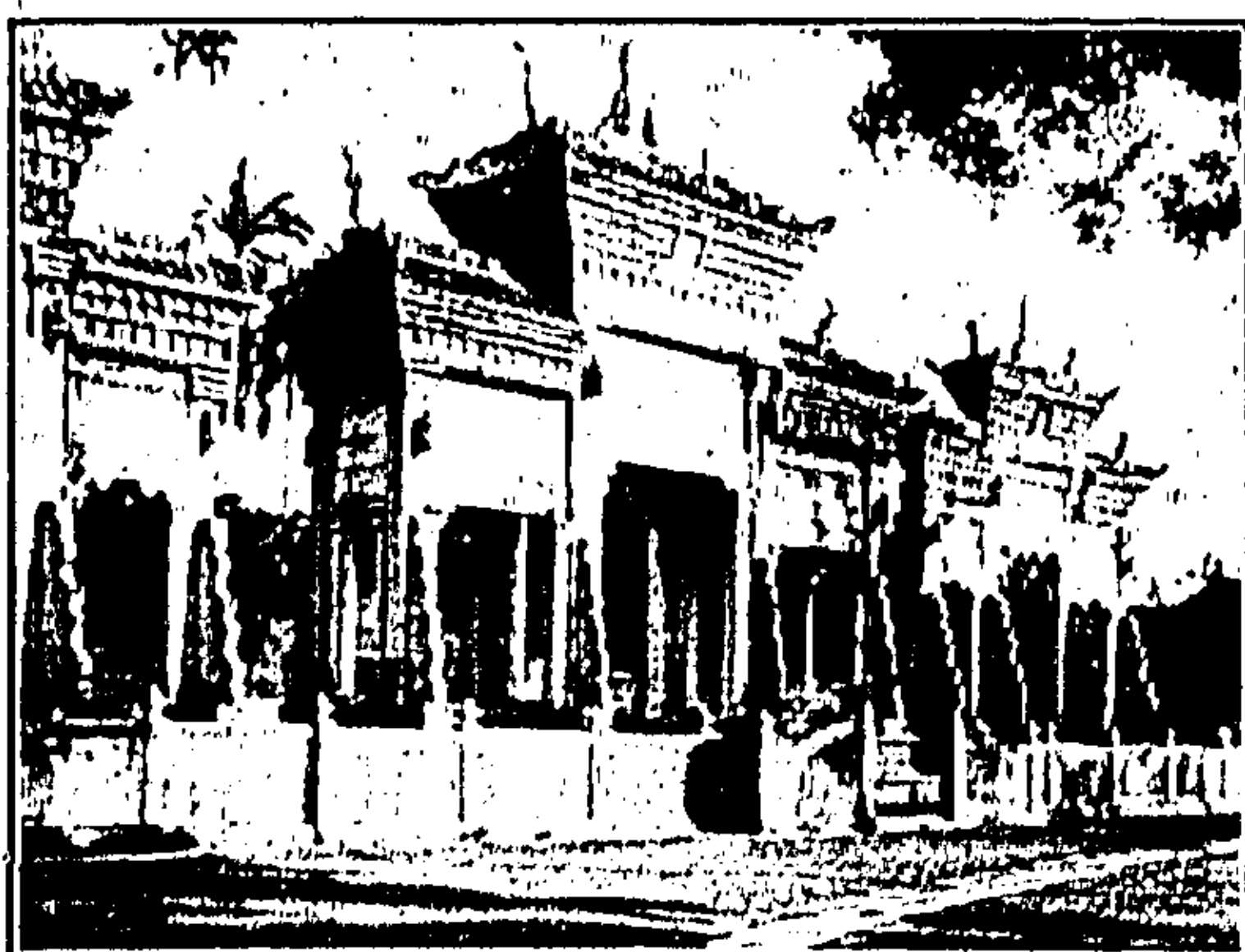
Mr. W. C. Pei, the young Chinese geologist who found the skull of *Sinanthropus Pekinensis*, of which we published a photograph last week, with Dr. A. W. Grabau, adviser to the Geological Survey of China.



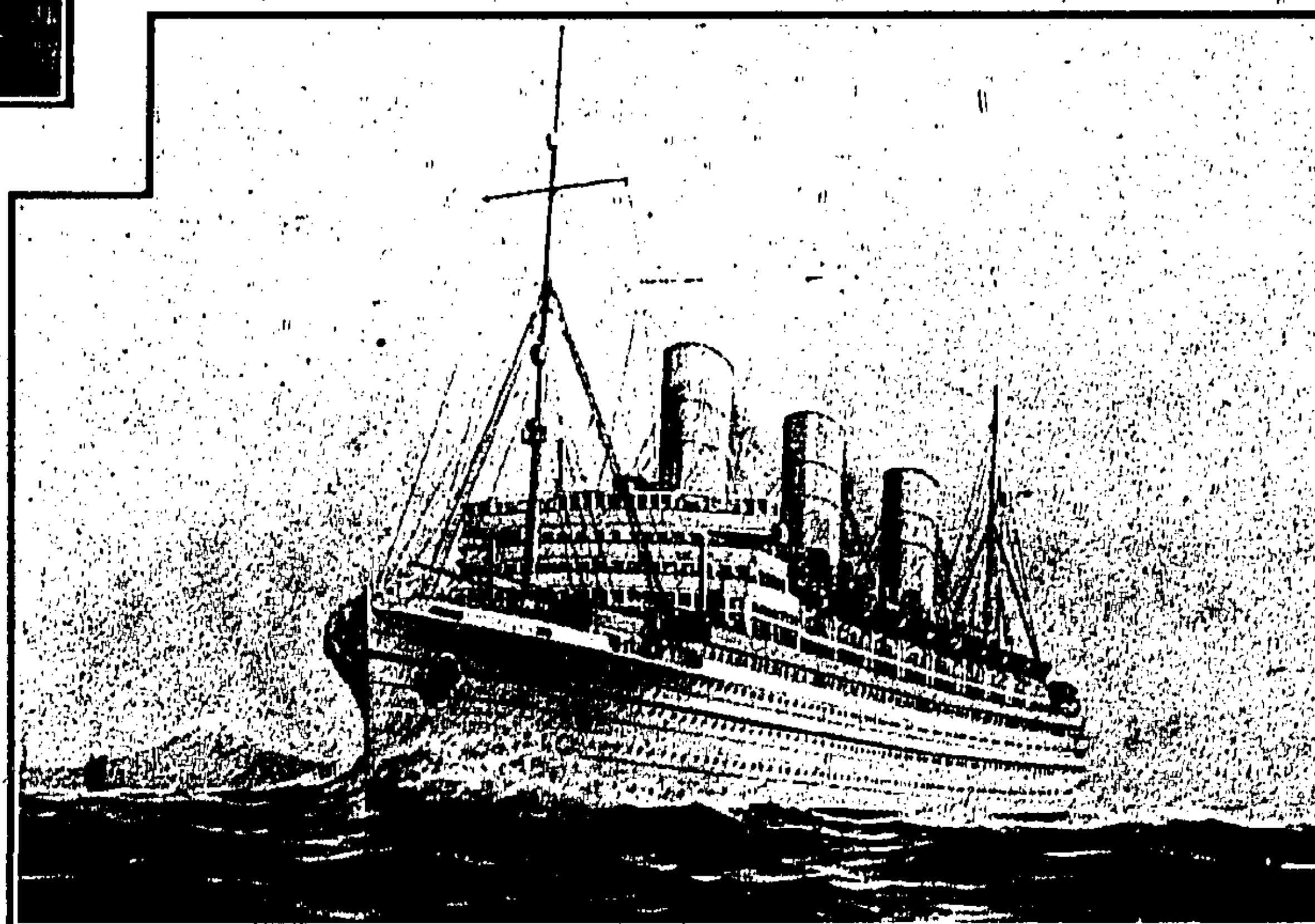
The above photograph was taken on the occasion of the Armistice Day dinner held at the Customs Club at Hoihow. A small but thoroughly representative party gathered for the function.



A good action picture of the Rugby match in which the Club defeated the Army last Saturday, thus winning the triangular tournament, in which the Navy also participated. (Photo: Mee Cheung).



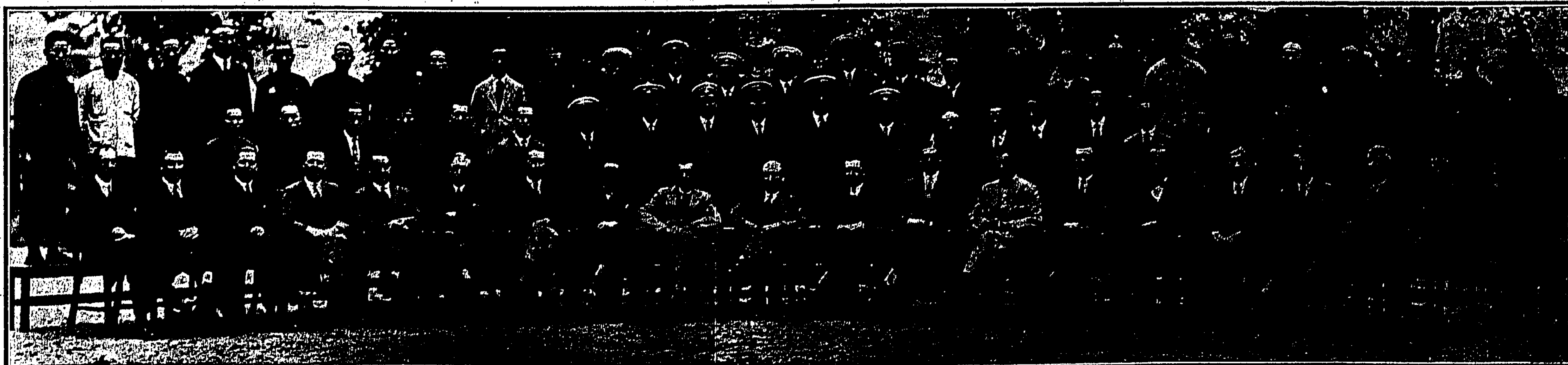
Photograph shows the magnificent granite *pai-fong* at the Wong Mao Cheah garden, where H.E. Sir Cecil and Lady Clementi were entertained by H.E. Senhor and Mme. Tamagnini Barbosa on the occasion of their visit to Macao last Sunday.



Sketch of the 26,000-ton Canadian Pacific liner, the Empress of Japan, recently launched at the yards of the Fairfield Shipbuilding and Engineering Co., at Govan, Glasgow. She will be the largest and fastest of the Empress boats on the Pacific run. Her dimensions are:—Length, 666 feet; breadth, 87 feet; depth, 30 feet.



The new Russian Ambassador to England, M. Sokolinkoff, returning to his hotel after presenting his credentials to the Prince of Wales at St. James' Palace recently. (Photo: Central News).



This group shows the officials and staff of the Hongkong Waterworks Department, the men who see to the maintenance of the whole of the Colony's waterworks system. Seated in the centre is Mr. R. M. Henderson, Assistant Director of Public Works, who, as Water Engineer, is the head of the Department. (Photo: Yuen Studio).



### BARRYMORE IN THE TALKIES.

VOICE ASSURES HIM STARDOM.

When John Barrymore found his voice again the other night, it seemed that the talking pictures had really taken a swing at the intimate theatre for the first time.

There is no voice on the Broadway stage—or any other for that matter—which can match with Barrymore. For years it was filled in the silent drama. What for the dear ladies, may have

ed enunciation, that "General Crack" could be infinitely less engaging than it is and still be considered the most important picture to issue from the Warner studio.

Just a couple of weeks previously, Barrymore gave a hint of what the talkies could do with him if they saw fit. It was in one of those song and dance revues, which are something less than so-so, entitled "The Show of Shows." With extraordinary lighting and excellent staging, Barrymore flashed on for a few moments in an episode from Shakespeare. Wherewith, a hard-boiled collection of first nighters burst into cheers.

It was the sort of performing which, coupled with that of Ruth Chatterton in "Madame X" and Claudette Colbert in "A Woman of Affairs" and Dudley Digges in "Condemned" and Ronald Colman in "Bulldog Drummond," seems to an old-time reviewer to offer competition to the stage. These were performances worthy of any theatre.

Which being which, John Barrymore's picture, in spite of its Hollywoodish story, emerges as a major theatre event of the Broadway week, with some applause going to Alan Crossland for excellent direction.

As for the Broadway theatre, there has been more going-outs than coming-ons. Eleven shows faded away over a week-end, and this in the face of the approaching holiday season, which generally causes managers to keep dropping dramas going a few weeks longer.

Billie Burke is, as she should be, the stage event of the week. Where youth and charm are concerned, Miss Burke seems never to change. Her performance in "Family Affairs" is as ingratiating as any she has ever given. What this play would be but for her is something else. Briefly, it concerns a Park Avenue pair, hit by the stock market. The head of the house demands retrenchments, so the sophisticated wife suggests cutting down expenses.

She brings into the home her husband's mistress and her son's sweetie and her own gigolo and a few others who keep expenses up.



Barrymore and Armida... first-nighters cheered.

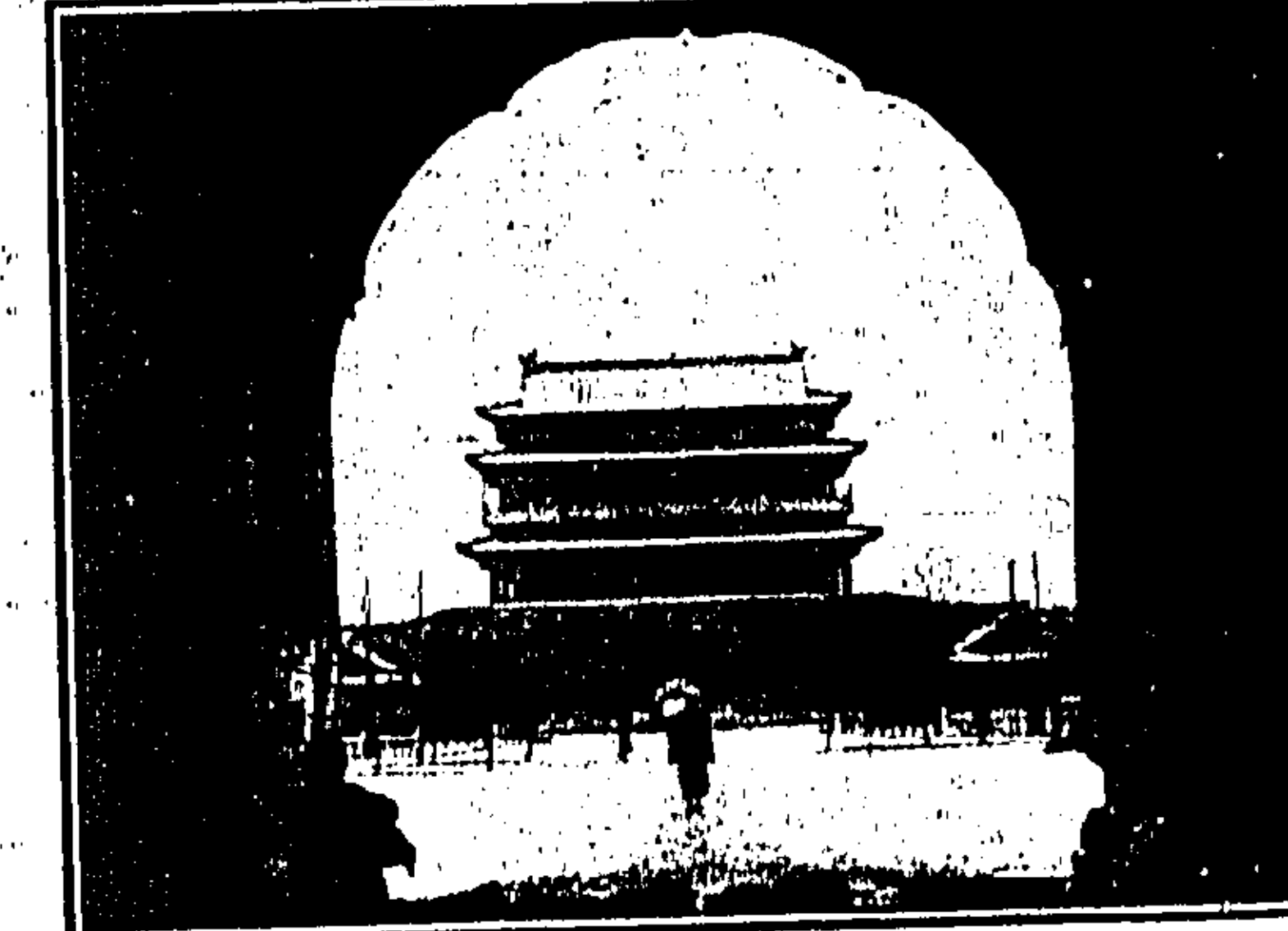
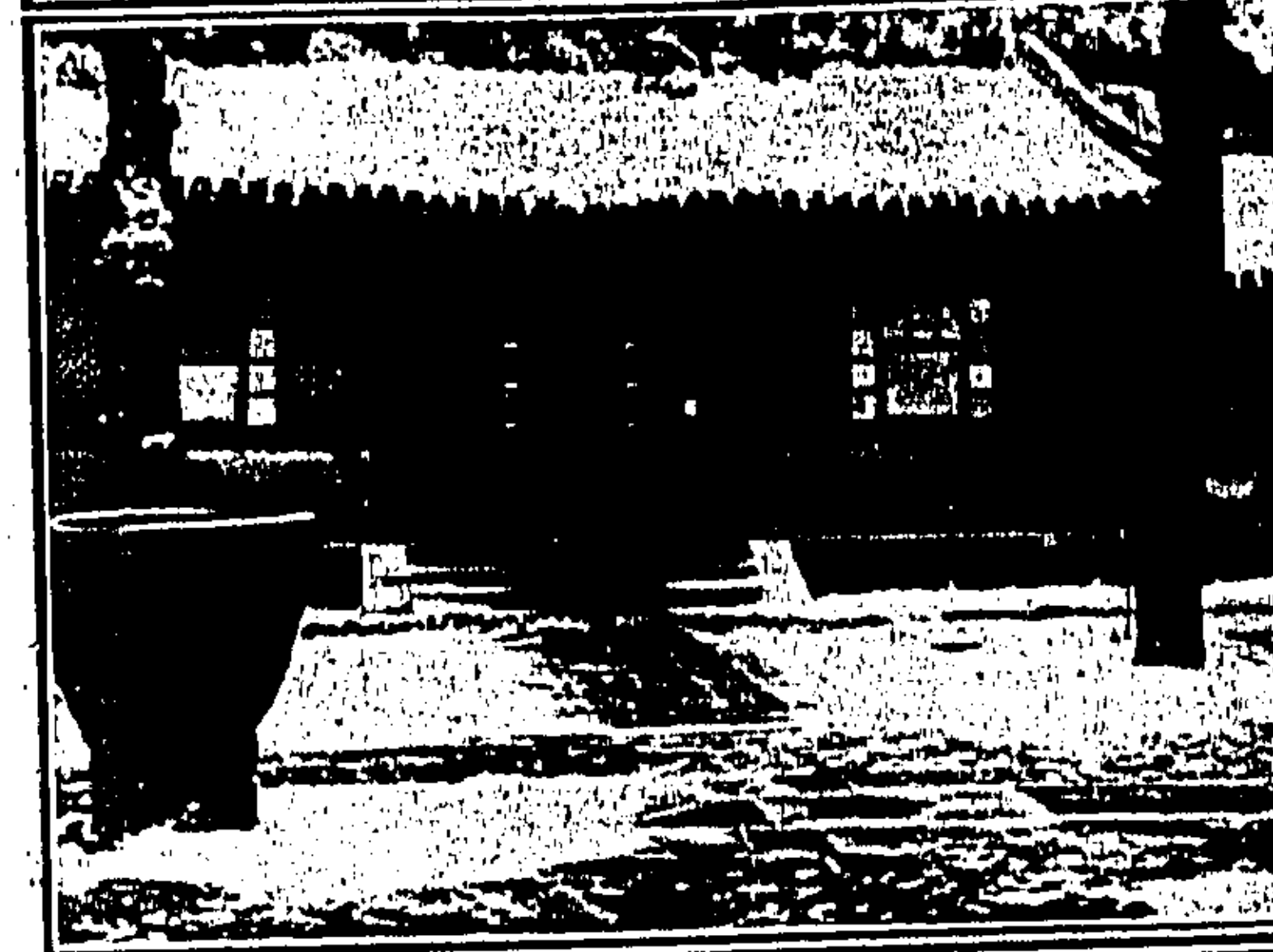
It's a novel idea—but the authors have not taken advantage of all its possibilities. Billie, however, attends to all that. And Broadway has given her a hearty welcome.

"Diana," written about the life of Isadora Duncan, and obviously taken from the great artist's autobiography, is not likely to live long. Isadora was too extraordinary a figure to appear in any guise other than her own. And since this "Diana" is not Isadora, there is little excuse for it at all.

Also two of the so-sophisticated plays that stepped in have just as quickly slipped out. The styles in sophistication have changed and there have been many mistaken definitions of the word.

The last to go was "The Amorous Antie," which tried too hard to be smart—a really deadly habit with many people.

### PEKING IN THE SNOW.



Glimpses of Peking after recent snowstorms. Top, the Western Hills, somewhat resembling the Swiss Alps; centre, a courtyard; bottom, one of the city's famous gates.



Be Ready for the Winter

MORNINGS and evenings are chill and damp. The dreary days of drizzle, fog and gloom are approaching.

These damp, dreary days bring colds, coughs and more serious illnesses in their train. Are you ready for them? Is your health built up so that you are fully protected against the ailments that they bring.

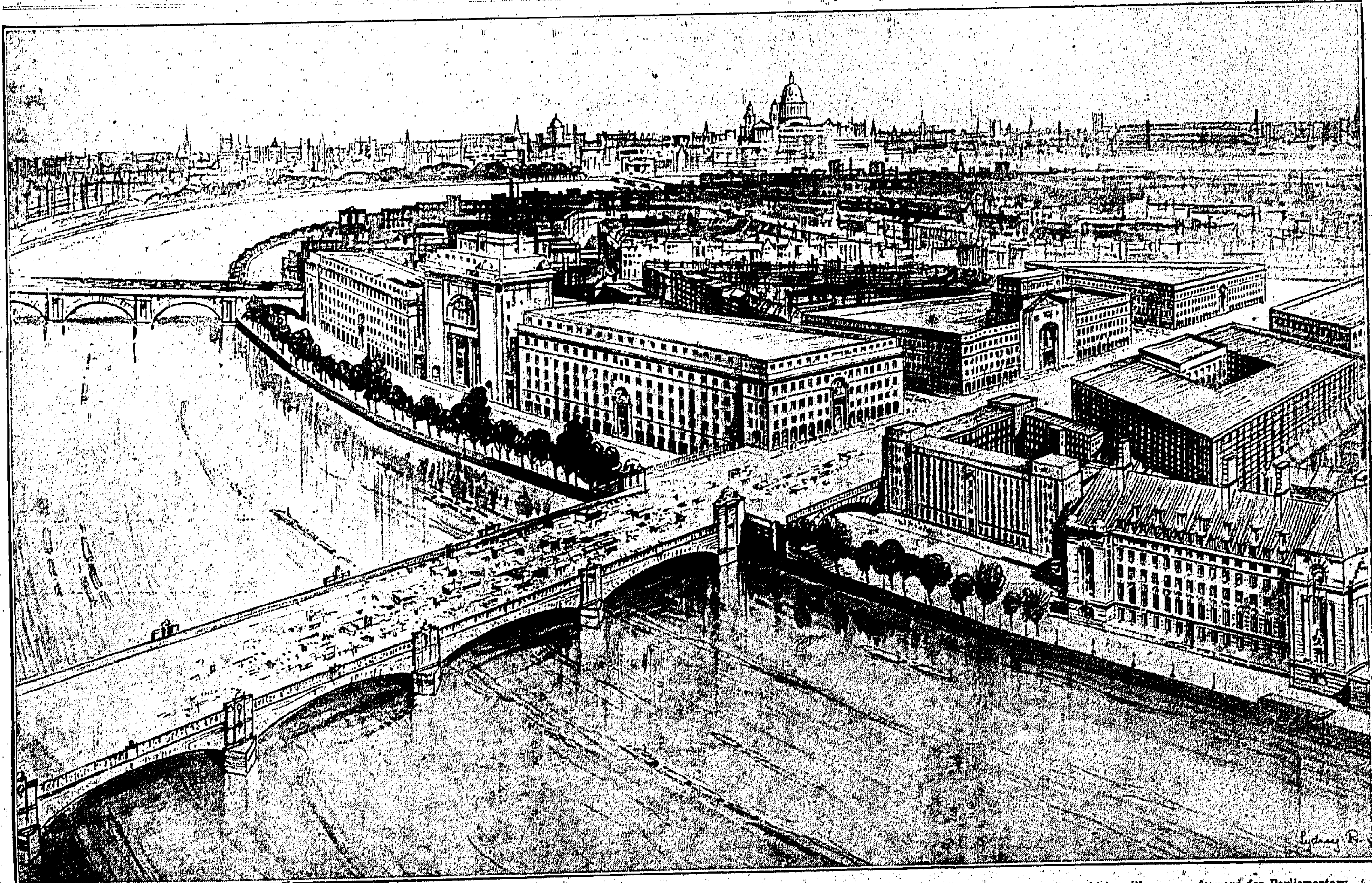
"Ovaltine" is your sure protection. Prepared from milk, malt, eggs and cocoa, it contains every factor and element essential to health in correctly balanced proportion, and in an easily digested form.

Make "Ovaltine" your daily beverage in place of tea, coffee, etc., at and between meals. Then you can face this weather with abundant strength and vigour to resist all ills.

"Ovaltine" is the most economical as well as the most perfect form of nourishment in the world. Nothing could be added or altered which would possibly improve it in any respect.

**OVALTINE**  
Builds up Brain, Nerve and Body

1 A.P. 12



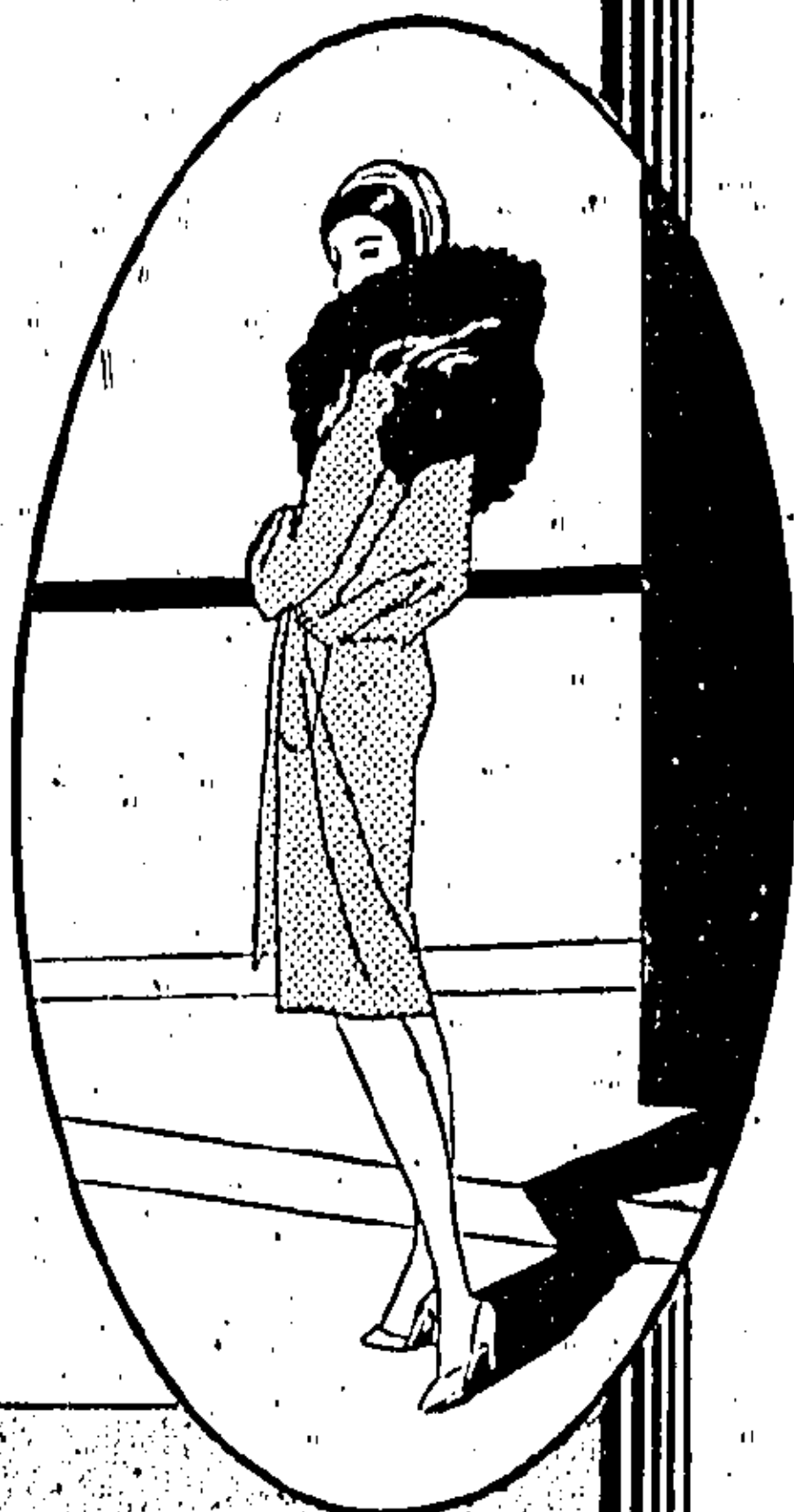
The London County Council recently approved the private Bill for the reconstruction of Charing Cross Bridge and the removal of the Southern Railway station to the Surrey side, which will now go forward for Parliamentary sanction. The drawing, specially prepared for *The Times* by Mr. Sydney Jones, illustrates a possible development of the Surrey side of the river if a low-level bridge were erected and the new station placed at the end of the approach road, on a level with Waterloo Station, the gabled roof of which is seen on the right edge of the drawing. It also shows the triangular site, proposed for the station in the L. C. C. scheme, covered with imposing blocks of buildings. (*Times* copyright)



# Fashions That Feature Flattery



I  
A Large Red Fox  
Collar Adorns  
This Tweed Coat  
Of a New French  
Green Ensemble.  
A Spiral Effect  
Skirt, Shirring,  
And Tassel Fringe  
Aid in Achieving  
A New Silhouette.



II  
Glamorous and Elegant Is This Apricot Evening  
Coat Brocaded in Gold and Trimmed With Sable.  
Bands of Fur Wind Their Way Around the Garment.



III  
Pointed Fox Trims  
Adorn This Blue  
Broadcloth Suit  
With Its Blouse  
Of Powder-Blue Satin.



IV  
A Turban-Like  
Girdle of Orange,  
Scarlet and Green  
Adds a Spanish  
Touch to This  
Bolero Suit.

All Costumes on This Page  
From Bruck-Weiss, New York.



V  
This Black Hat  
From Jean Patou  
Is Trimmed With  
A Feather Ornament  
To Match the Color  
Of the Lame Scarf.



VI  
This Serviceable  
Suit of Brown,  
Beige and Silver  
Tweed, Is Set Off  
By a Striped Fur  
Scarf and Muff.

Real Curves, Subtle Colors, And a Return to Modesty  
Through Longer Skirts And Higher Front Necklines  
Are Found in the New Styles

IT is not enough that Madame be chic when she steps out this winter. She must be pretty, too, if she would be really smart.

Clothes have this in mind. And instead of concentrating exclusively on the mere line of style, winter costumes specialize in the flattering touch that enhances a woman's beauty.

It is as if Subtle Color, Fine Texture, Becoming Trim and Individual Style have been invited to aid New Silhouette in making Milady more beautiful than she has ever been.

The chairmanship of this flattery conference, of course, belongs to New Silhouette. For it is the lines she has innovated that give the feminine feeling that underlies everything chic this year.

Subtle Color next steps to the fore with new ideas on style. Since dailies embody the softest and richest tones in the world and since they have become the great American fad they have, why is it not appropriate that women's costumes repeat these gorgeous shades?

The result is a stirring spectacle of beauty in wine colors, soft rose-beiges, deep crimsons, tawny yellows and a multitude of lavender-pinkish-tans.

Fine Texture makes a real contribution this winter to the mode. Luxurious velvets, pliable duvetynes, lady-like broadcloths, femininely soft tweeds, fine, sleek worsteds in new weaves, glamorous brocades and tinselled chiffons and regal satins embroidered and embossed in color and gold all enliven the fashion scene.

BECOMING TRIM ushers in an era of unprecedented exquisite touches of decoration.

Fur is used lavishly. Many a frock will have a bit of sable, ermine or other costly fur. The furs that are used, moreover, are the richest, most expensive ones. Ribbons have a place they will enjoy this season, on frocks, lingerie, hats. Feathers and brilliant trim unite to give gleaming softness to many evening gowns.

Individual Style adds the cherry to the top of the confection the new mode, is. For this is a year when each woman can find some type of costume that will do the most there is to be done for her weight, height, age and disposition.

Do not think it is an easy year to pick clothes. Quite the contrary. Unless you watch carefully and buy with discretion, excellent taste and restraint it may have the same deleterious effects upon the digestion as taking a child to a beautiful candy store and turning him loose!

MODERN in color, use of fur and luxurious individuality is an ensemble of the new French green. The coat is of very fine tweed, lined with pale flat crepe. The frock is of the paler tone.

This frock has an entirely new treatment of its silhouette. It is very intricately cut, with the skirt achieving that spiral effect that is so good. There is a special little vertical shirring through this skirt and horizontal shirring poses the full side width on the yoke. The lower edge, the collar and cuffs are all finished in an unusual little fringe composed of tiny balls of the silk, attached by a single thread.

The coat uses red fox for one of the biggest collars created this year. This is so cut that two animals fashion it, with the heads of them peering around towards the front. It can be fastened high up over the ears but is just as lovely lying like a regal cape across Milady's shoulders.

II. WHEN evening comes this winter, clothes grow more glamorous. Over an apricot satin gown, a gorgeous brocaded evening coat finds its luxurious way. The color is slightly richer in tone than the gown and gold threads weave a spider web of loveliness in its design. It has a lovely shawl collar, sleeves looser at the cuffs than above, and is the new three-quarters length.

Winding its rich way about the garment are bands of sable, wide, soft, elegant. This coat reminds one of opening nights at the Opera, of formal New Year's parties, of all the beauty and splendor that is Society.

III. FOR the woman of dignified beauty, position and conservative tastes, nothing could be more suitable than the dark blue broadcloth suit with cross fox trim. Both the wraparound skirt of this suit and the line of the coat emphasize the season's preference for spiral lines.

It is beautifully tailored, has velvet sleeves with no fur trim and a smart, powder blue satin blouse with panne velvet tie. The hat topping it is of navy blue panne velvet, with a fine felt bow across the back and side.

IV. THIS jaunty little black crepe suit, with bolero atop its one-piece frock, has a circular skirt. And nothing but the Spanish Exposition could have struck the spark that brought its vivid turban-like girdle of scarlet, orange and bright green.

The color note is repeated in the unusual necklace, composed of ropes of red coral and cut jade. A double cross fox is an excellent choice for accessory. For nothing could be too lavishly luxurious for this lovely costume. For the vivid woman, this suit would fan her smoldering beauty into a flame at which the world would marvel.

V. COSTUMES insist on beauty. They revel in it. They improve upon it and make a gorgeous thing of style. Hats, however, are really the keynote of the changes we find.

For hats must be becoming, first and foremost. Therefore they use the softest of materials and lines that frame Milady's face enhancingly. Jean Patou's black hat with one long side illustrates this. This little hat has a grace about it that is increased by the ornament of three little feather brushes in beige, pale green and silver. The lame scarf repeats the colors.

VI. FOR the typical American young woman there is, on the other hand, this modish brown, beige and silver tweed suit, with cute fur scarf and muff, topped by an intriguing little hat in brown and beige, with a modernistic feather motif on one ear.

This suit has a trig skirt, pleated across the front from a fitted yoke. The blouse tucks into it, a flat crepe blouse with a little double-breasted front and bow tie of self-fabric.

The coat is straight line, with a yoke across the back and ample lap over in front to allow sitting without coming open. It is collared in dyed lapin and nutria, a soft and apparently perfectly agreeable union of furs. They give the striped effect which sounds a distinctive note in furs this year.





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## Pictorial Supplement

January, 25th, 1930.

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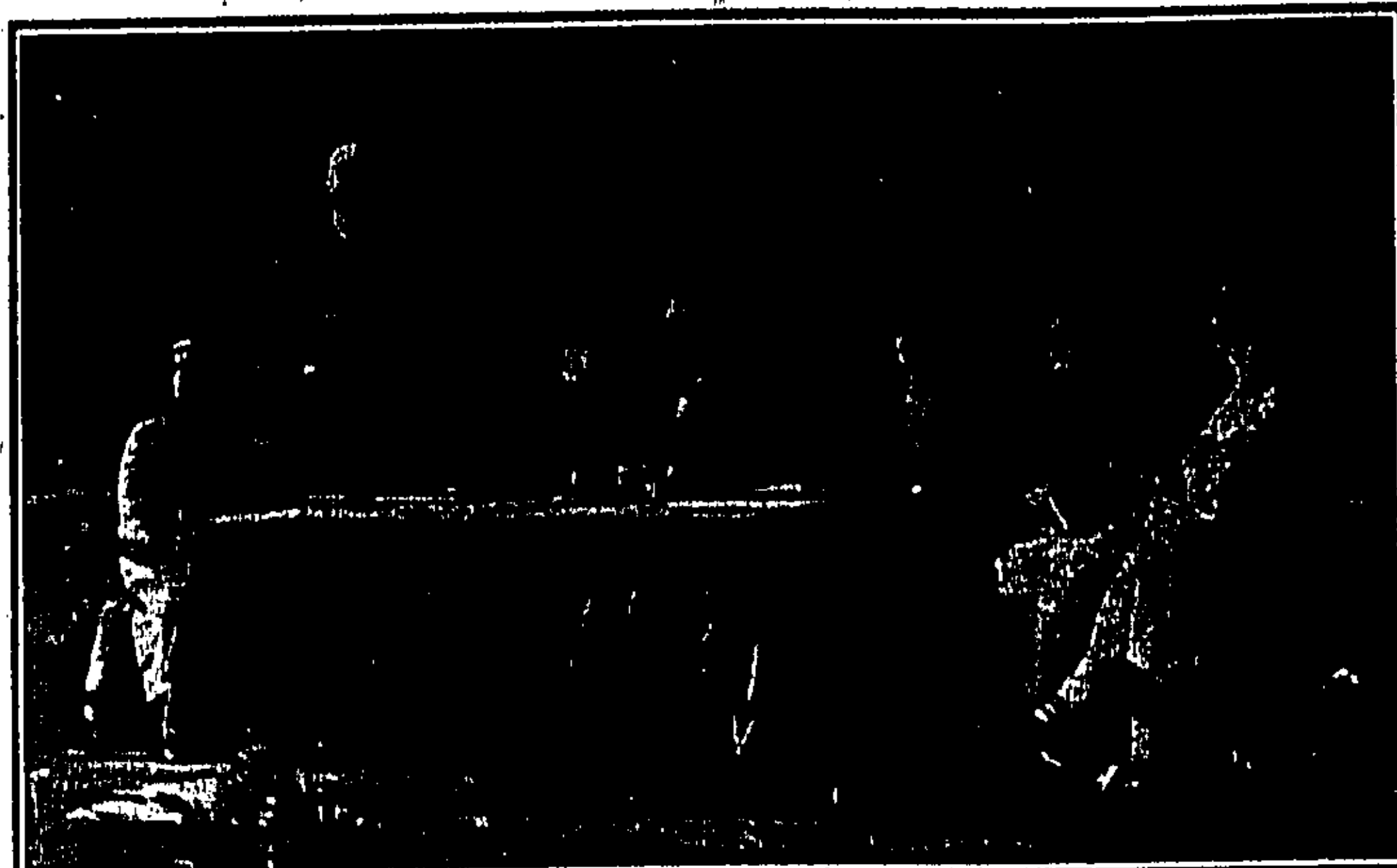
## Mackintosh's THREE DAY SALE

Begins MONDAY, January 27th.

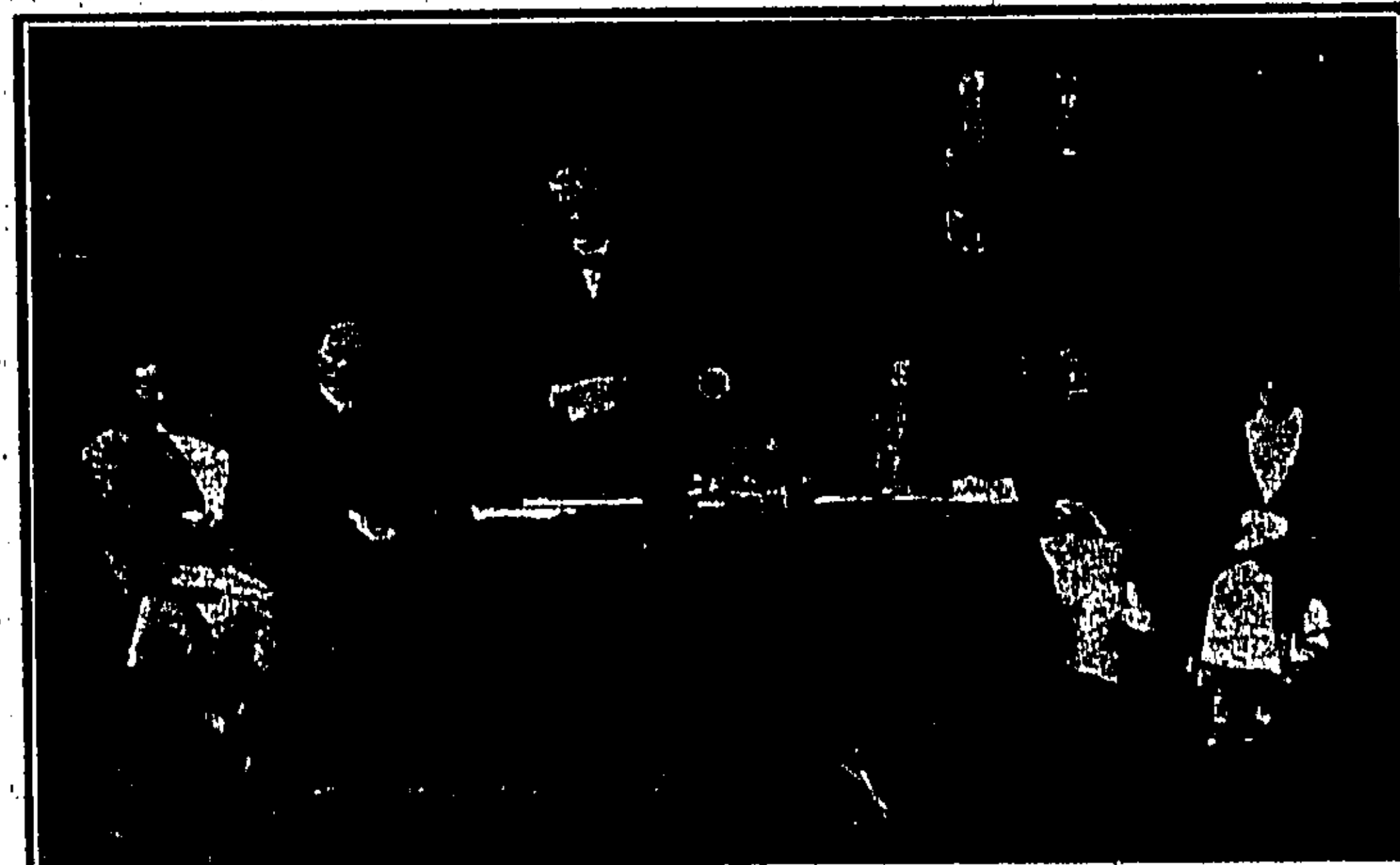
Year after year the bargains in Mackintosh's Sales grow in numbers and in value, but one thing remains unchanged and unchanging—their absolute GENUINENESS.

For three days you can obtain every article of men's wear at prices, which at this low exchange, are genuinely less than those at present ruling in London.

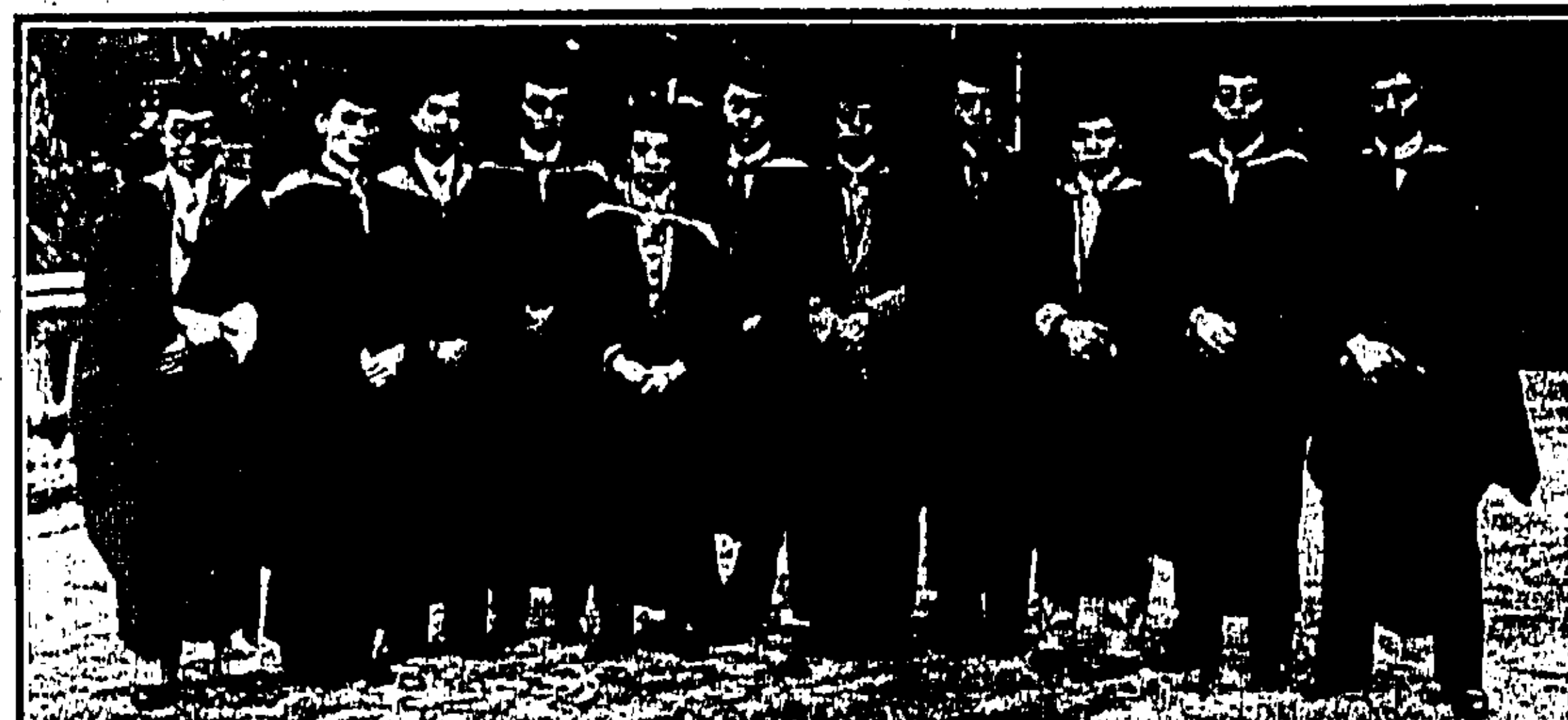
See page 3 for a few of the exceptional bargains being offered.



The Hon. Sir Henry Pollock, K.C., reading the farewell address of the European community of the Colony to H.E. the Governor at the function held on the Cricket Ground on Wednesday. (Photo: A Fong).



H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) replying to the farewell addresses by the European and Chinese communities at Wednesday's gathering. (Photo: A Fong).



The above photographs were taken on the occasion of the Congregation for the conferring of degrees, held recently at the Hongkong University. Top, are the Medical graduates; bottom, the Arts graduates. (Photos: A Fong).



Bridal group taken at the recent wedding, at the Church of Christ in China, Bonham Road, of Mr. Wong Yue-hang and Miss Yue Po-sin.

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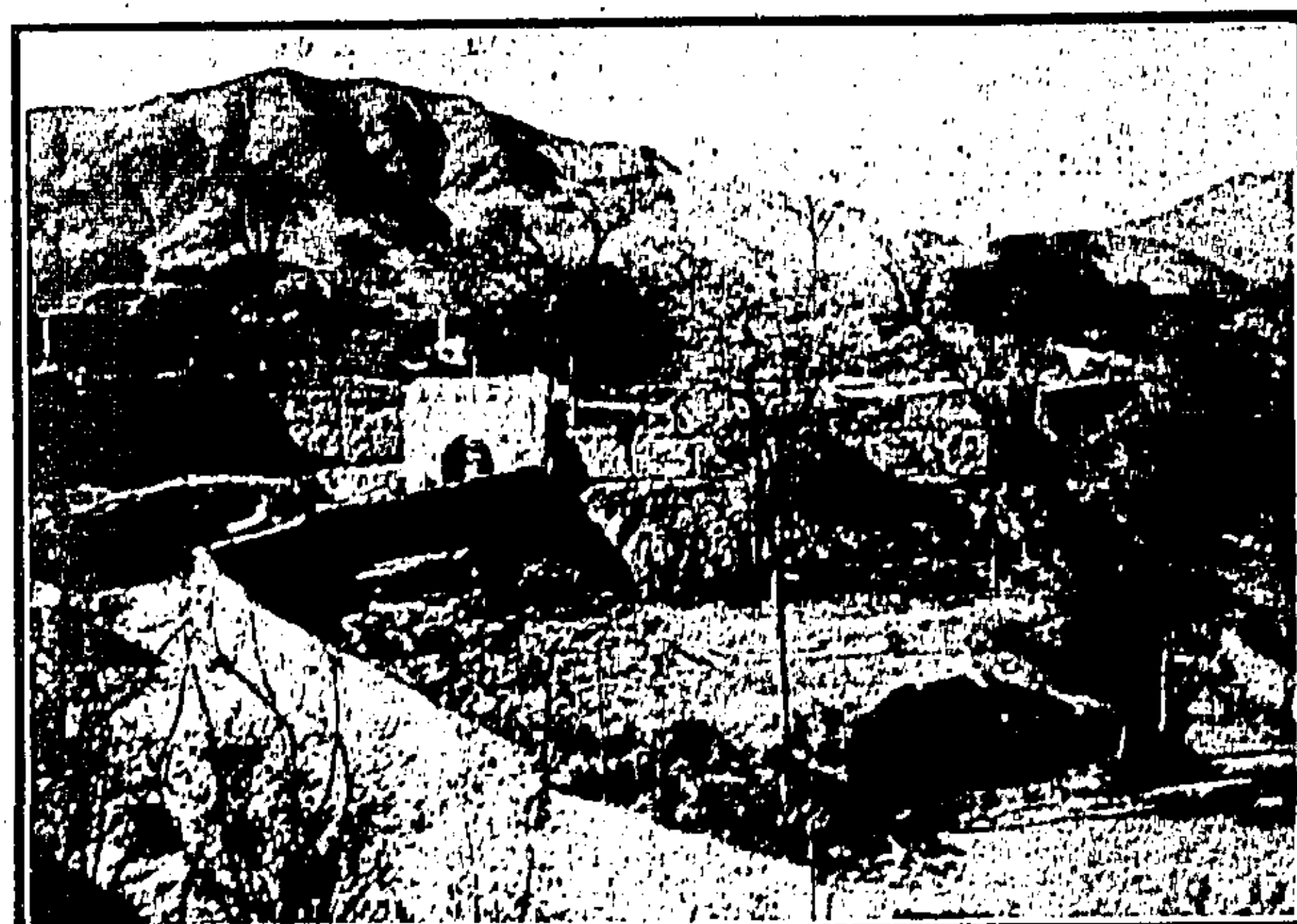


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Part of Chien An ("Established Peace") village, 80 miles from Tai-yuen-fu, which Marshal Feng Yu-hsiang recently visited as the guest of Marshal Yen Hai-shan.



The above picture was taken at a recent party given in connexion with the Union Church Sunday School at Kowloon, at which the children spent a very happy time.

## Whiteaways

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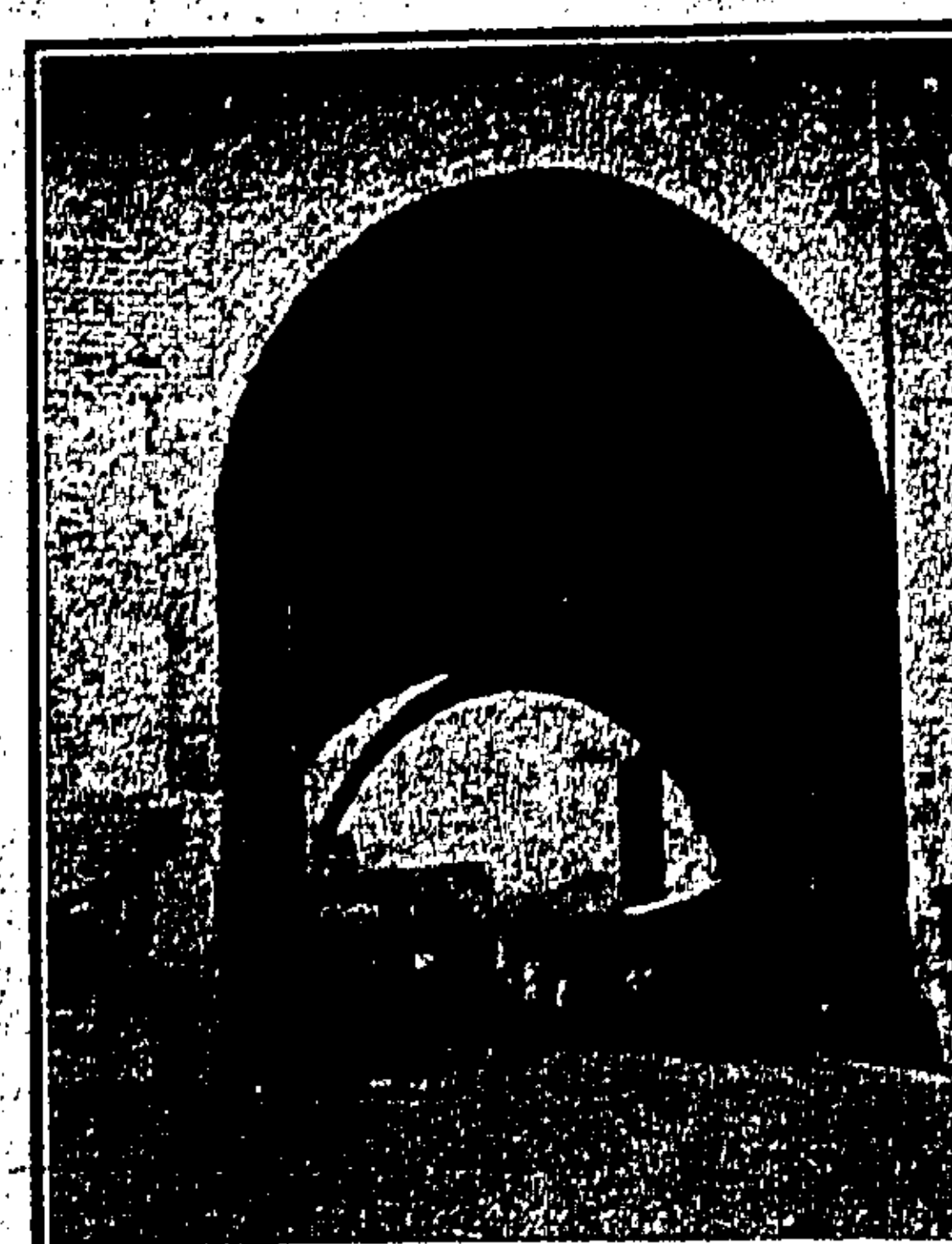
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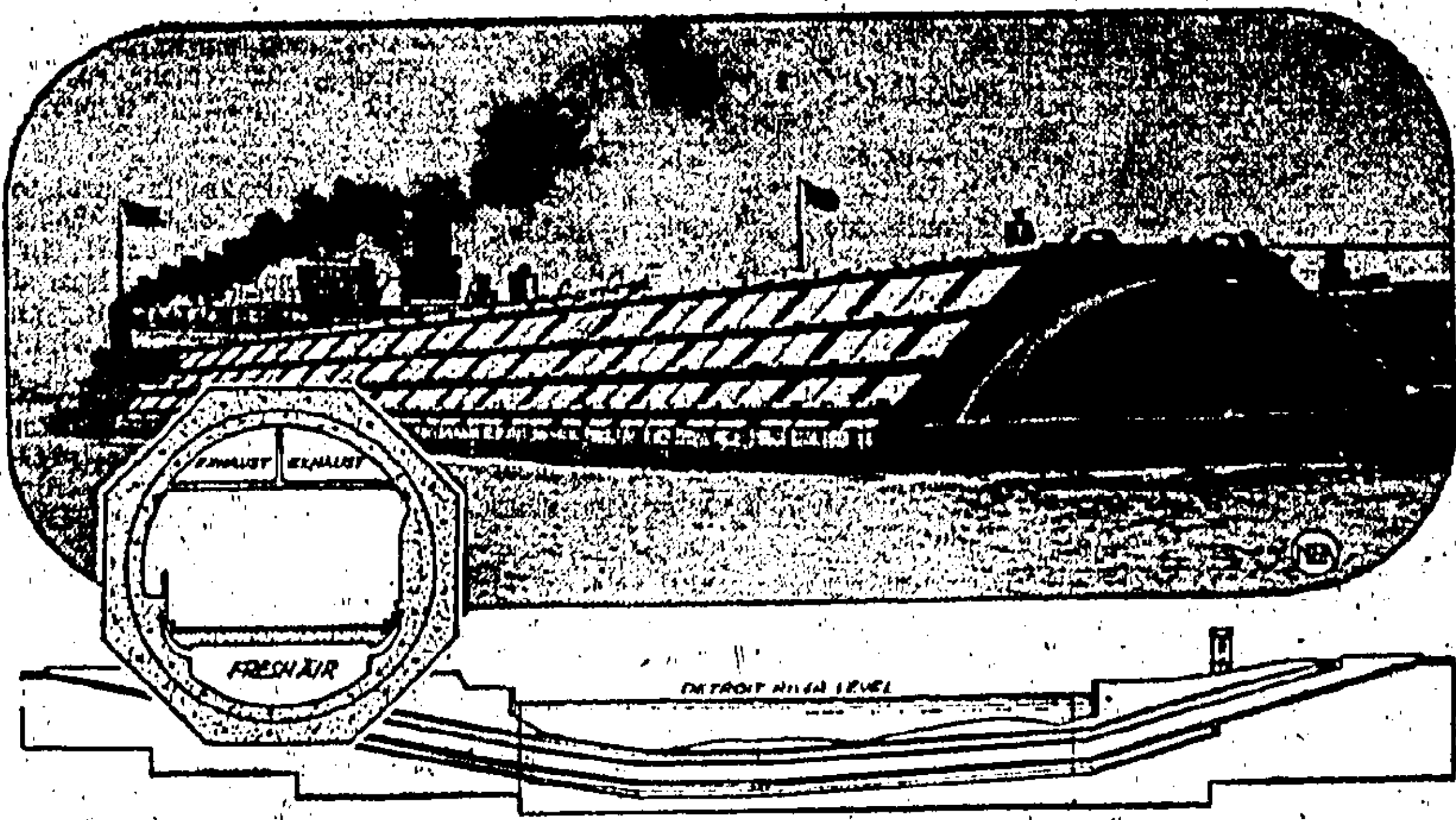
The above group was taken at the Kam Ling Restaurant on Monday last, on the occasion of the wedding of Mr. Wan Chun-lam and Miss Chow. (Photo: Mee Cheung).



Picture shows the great North Gate at Kai-gan, leading straight out into Mongolia.



## INTERNATIONAL TUBE HALF FINISHED.



In large sections such as shown here, the international tunnel has been laid across the bottom of the Detroit river. Plan below shows how the auto tunnel is being built, and the cross section at left how it will be ventilated.

Detroit, Dec. 17th.—Man has achieved new marvels of engineering and air control in the mile and a quarter long international automobile tunnel that will connect Detroit and Windsor, Canada, under the Detroit river.

As the giant ventilating towers arise on each side of the river, the first outward evidence becomes apparent of the struggle against nature for more than a year. The \$25,000,000 tunnel will be opened next fall.

It will be the world's first international automobile tunnel, and will rank with the famous Holland tunnel between New York City and Jersey City and the George A. Posey tunnel connecting Oakland and Alameda, Calif.

It has a roadway of 22 feet and an estimated capacity of 1,000 vehicles an hour in either direction, being limited to this number by the formalities of customs regulations.

The tunnel is 5,135 feet from portal to portal. It is 45 feet below the channel water level.

## Pure Air Assured.

New problems of air purification and ventilation have been met and conquered in planning the tunnel and engineers are confident that air in every section of the

great tunnel will be free from carbon monoxide gas and purer than the air of the cities above. The ventilating design is based on data obtained in the Holland and Alameda tunnels.

A fresh air duct extends under the floor section with the foul air duct between the ceiling slab and the roof of the tunnel throughout the greater length. At the outer sections of the tunnel, fresh and vitiated air is carried in passageways above the roadway, the fresh air being led from its passage ways down the side walls and released from the tunnel near the roadway level.

In the ventilating building at each end of the tunnel will be 12 giant fans, six blower and six exhaust. The fresh air is pumped into the tunnel and emitted along the side roadway at about the level of the ordinary automobile exhaust. Suction fans operating through the upper duct draw the foul air in through openings in the ceiling slabs. It is conveyed through these ducts and returned to the atmosphere through stacks in the ventilating building.

## Change Every 90 Seconds.

Approximately one million cubic feet of air will be required a minute under maximum operating

conditions and a complete change will be made each 90 seconds. The power layout is so arranged that any part of the equipment may be operated from either the American or Canadian side, obviating any likelihood of a power breakdown affecting the ventilating system.

Each ventilating tower will have 8,000 gill-like glass openings for the admission of fresh air to the blower system.

Work on the tunnel has been divided into five sections. Section 1 and 5 are the usual box type of subway, with steel bents and concrete jack arches, constructed by the "open cut method," which is used on both sides up to a depth of 53 feet below street surface. Sections 2 and 4 were constructed by the "tunnelling shield method" and extend from the box type section to approximately the harbour lines on either side.

Section 3, the river section, is being constructed by the "trench and tremie method," using previously constructed tube sections sunk in a prepared trench. The steel tubes were lined and partly encased with concrete before sinking.

The river section consists of nine steel tubes with an inside diameter of 31 feet heavily reinforced.

## AIRPLANE &amp; AUTO-MOBILE ENGINES.

## Why Different Design Necessary.

(By Israel Klehn.)

Motorists have asked me more than once why airplanes have to be equipped with an engine of different design from that of the automobile engine. To them it seems that the automotive power plant might do just as well for the airplane or that the more powerful aircraft engine might enhance the performance of the automobile.

Here, however, are two entirely different types of transportation, each requiring its own peculiar means of motive power. Their requirements are such that each engine is efficient only in its place and would be altogether useless if transferred.

The basic difference between automotive and aircraft engines lies in its order of their requirements. Both types, of course, have exactly the same requirements for efficient and profitable operation. But they differ in that, outside of only one, these requirements are reversed in order of importance.

That one requirement that is first of all in both automotive and airplane engines is reliability. Once the factor of reliability is cared for, however, the following factors vary in importance.

What is demanded of a good automotive engine in order of importance includes reliability, quietness, flexibility and smoothness, fuel economy and lastly low weight per horsepower.

The order of requirements for the aircraft engine is reliability, low weight per horsepower, fuel economy, flexibility and smoothness and lastly quietness.

No motorist could stand the noise of the airplane engine underneath his motor car's hood for any length of time. In order to muffle that noise, however, he has to sacrifice just these constructional features that go to make up low weight and greater sturdiness in the airplane engine, with increased power.

Cast iron cylinder blocks and heavier pistons and connecting rods make for a quieter but much heavier engine. And since a minimum of weight is demanded for air transportation, quietness is sacrificed there.

The result is that the airplane engine can supply one horsepower of energy to only two to three pounds of its weight, while the automotive engine weighs ten pounds to the horsepower.

The wide range of power requirements needed for travel on the highways, where there are all sorts of hills and varying traffic conditions, is not needed in the air. So as flexible an engine as we use in our autos is not necessary in the airplane. The speed range for the aircraft engine is much more limited than that for the auto engine.

It would never do therefore to put an aircraft engine into our cars and try to move along in traffic, even though some way were found to minimize its noise. For just as soon as we tried to throttle down, the engine would set up a vibration that would shake our car and bodies to pieces. The airplane engine is vibrationless only within certain narrow limits. The automotive engine is vibrationless practically within all speed ranges.

This flexibility is attained, however, at the cost of more economical fuel consumption, for the higher the speed of the motor the more fuel we have to burn. Since there is no need for a varying speed engine in aircraft, the carburetion is fixed for most economical operation at a certain definite engine speed.

The aircraft carburetor, besides being set for definite speed limits, also has to have a compensating device for quick variations in altitude, which is not needed in automotive engines.

Double forced lubrication also is essential for airplane motors, with a pump forcing oil into the engine and another drawing the return oil back to the source of supply. That's positive lubrication, which is not so essential in automotive plants where there is an extra supply of oil underneath.

## RADIO MODELS.

## Future Fittings.

A new corporation, to be known as General Motors Radio Corporation, has been formed and will exploit its patents in radio sound and picture receiving and reproducing apparatus.

As well as making sets for home use, the corporation will manufacture sets for cars, the designers of the Cadillac and Le Salle having allowed for this in the latest models.

## NOISELESS CARS.

## Designers' Aim.

## NOISE MEANS WEAR.

The campaign against noise continues in the automobile factories. Screaming brakes, growling gears, and engines that seek audible self-expression are taboo among designers, not merely because the lady in the back seat dislikes their sound, but because noise is recognized as a signal of friction and attendant wear.

Henry Ford's goal, it is said, is to produce a totally silent car in a silent factory.

"Noise means bad design," he is quoted as saying. "The sooner the silent car, the sooner the perfect automobile. Wherever there is friction, there is wear. When we realize that noise actually means waste of material, labour, and money we shall do something." In other automobile factories, efforts are being made to reduce shrieks and scrapings of machinery.

## WATCH THE YOUNGSTER.

According to a report from the National Safety Council, U.S.A., 425 boys and girls of school age were killed in motor vehicle accidents throughout the country during September.

Moving parts are being made to closer tolerances. Forced lubrication insures a cushion or bath of oil where formerly a mist of oil churned up in the crankcase was deemed sufficient.

There is one obstacle, however, it is not impracticable to turn out a noiseless car, but it is impossible to produce noiseless drivers.

Yet not all noises now heard are to be blamed on the drivers. Brakes that screech, their protest when the lightest pressure is applied are really reproaching their manufacturers. Yet most of the screeching at "stop" streets results from locked wheels and consequent friction between tyre and pavement—an indictment wholly against the driver.

## BUS GAIN LARGE.

A. J. Brosseau, vice president of the National Automobile Chamber of Commerce, points out that public motor bus transportation during the past five years increased 44 per cent. During this period motor vehicle taxation increased 82 per cent.

There is a distinct trend toward the reduction of noise, but it is a by-product of more efficient production rather than a studied effort. Parts as heavy as engines and complete bodies are moved silently by conveyors and materials-handling systems, frequently suspended from ceilings.

Crankshafts and camshafts still are hammered out by a mechanical evolution of the village smith's strong right arm, but increasingly other forged steel parts are being formed by pressure, which is noise. The staccato of the punch press and the rumble of the forming press appear an inevitable concomitant of steel meeting steel swiftly and surely.

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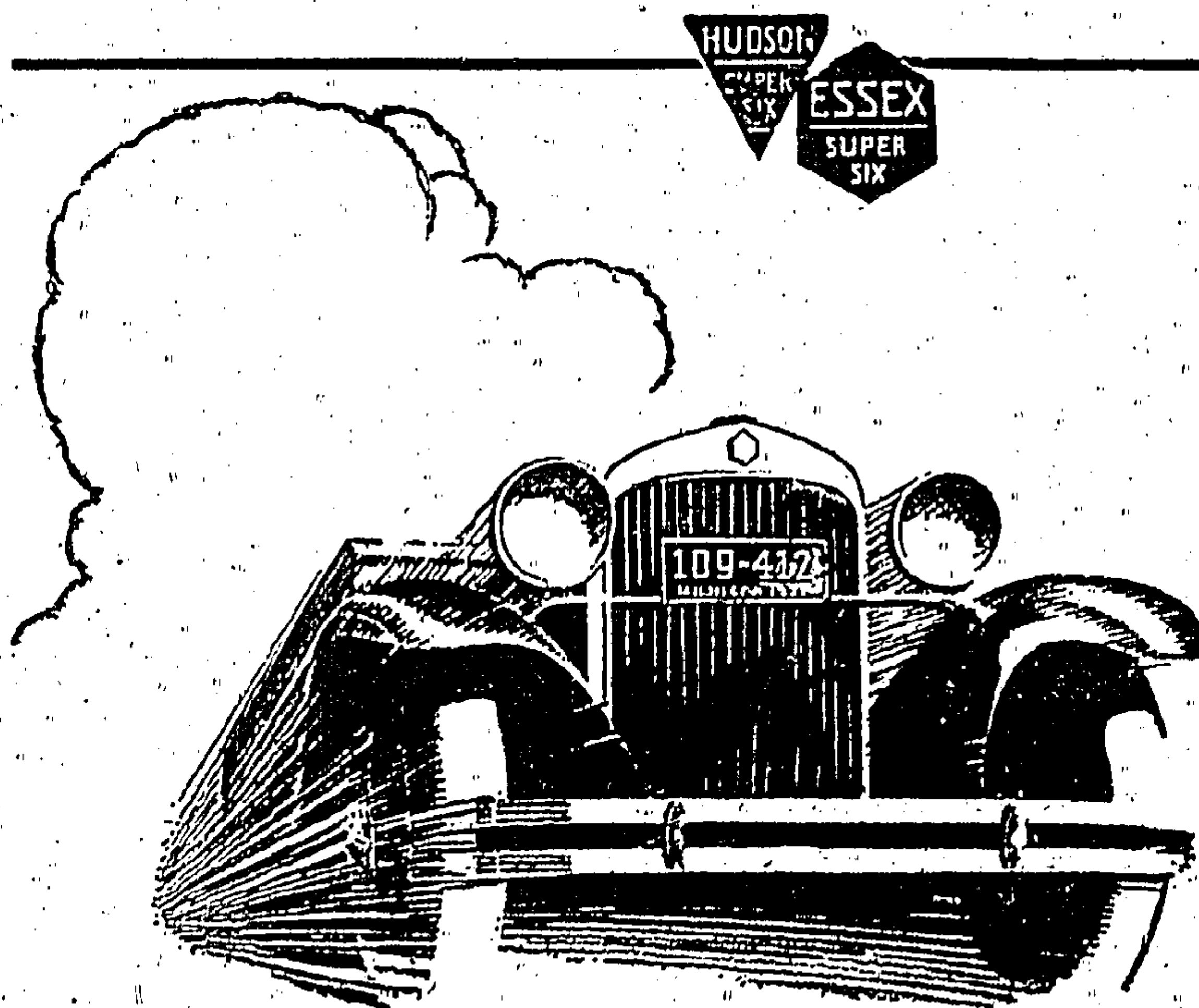
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more to offer than supreme performance and economy! In its class, Marquette is the only car with the remarkable new waterproof, dustproof, wearproof upholstery and the wonderful new non-glare windshield. A host of other exceptional features contributes to its completeness: Dustproof, ill-ray headlights. Four Lovaloy hydraulic shock absorbers. Big, smooth, fully-enclosed brakes. Airplane-type stepped-size bearings. A completely sealed engine. Beautiful, harmonizing finish, inside and out. Perfect fittings and appointments.

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## SAFE LIGHTS.

Glare is Dangerous and Useless.

### METHOD OF FOCUSING.

Glaring lights not only are dangerous when they blind or confuse other drivers, but they are of less use to the motorist sitting behind them. It is impossible to have maximum road illumination when part of the light rays are projected into the air at a high distance from the ground. Motorists do not need aerial beacons on their cars, but for everybody's safety they do need properly focused lights.

The reflector of a headlamp is a parabolic curve, and a lamp bulb obviously will have all its rays reflected in parallel lines if the filament is placed at the focus of the parabola.

If all lights are correctly focused and tilted slightly downward, there is no need to dim lights, as the rays strike the road and any that reach the eyes of another motorist are too weak to cause annoyance.

#### Cause of Glare.

When the filament of the bulb is too far forward, the light rays cross and diverge, producing a strong glare from the lower half of the reflector. If the filament is too far back, the glare comes from the upper half of the reflector.

The simplest method of focusing headlights is one which was developed by the General Motors Research Laboratories, and is explained below:

#### Bulb Must be Free.

First, be certain the device for moving the bulb backward and forward in the reflector is free from rust and properly lubricated. Usually this adjustment is made by means of a screw, the head of which is accessible from the rear of the headlight. Make certain that the bulbs used are capable of adjustment in the lamp to which they are fitted. It is necessary to purchase a bulb in an emergency, the position of the filament with relation to the prongs on the side of the base is as important as the voltage and candle power.

Place the car on level ground about 25 feet from a light coloured blank wall and remove the headlight lens unless they are of plain glass. Disconnect or cover

up one lamp and test each separately. Screw the bulb forward as far as it will go. A black spot will appear in a ring of light on the wall. Then screw the bulb back slowly until the black spot just disappears. Screw the bulb still further back and the black spot reappears in a ring of light. Finally screw the bulb forward again until the spot just disappears, and the lamp is correctly focussed. Results other than these indicate that the bulb is unsuitable.

#### Filament's Purpose.

If the filament is shaped like a letter V the lamp socket should be set with the V in a horizontal plane. The purpose of the V is to make the beam of the light cover more road surface. The top of the light beam on the wall should be no higher than the top of the lamp on the car. The latest cars have an adjustable bracket for raising or lowering the light beam, but on the older models it is sometimes necessary to slightly bend the headlamp brackets to get the beam down where it belongs, which is about 4 feet high at a distance of 25 feet.

After both lamps have been adjusted the lens may be replaced and the driver can rest assured that his lights will not glare. Most modern cars now are equipped with twin beam headlights. This type of light works on the same principle as the single beam, except that there are two filaments in the lamp bulb instead of one. When the beam is deflected, the lower filament, which is at the focus of the reflector goes out and the upper filament lights up. Then instead of the rays being parallel and horizontal, they are inclined downward.

#### Low Beam in Traffic.

This lower beam should be used when driving in traffic, or in normally lighted city and suburban streets. It provides the illumination where it is required, immediately in front of the car. For fast night driving, or on an open road, the upper beam is the more useful, as it picks up objects, curves and pedestrians within a safe distance.

## REAR NUMBER PLATES.

Does Law Compel Lighting?

### INTERESTING POINT.

Sheriff Dudley Stuart at Cupar Sheriff Court recently issued his judgment regarding an objection to a charge of failure to illuminate the rear identification plate on a motor car, which was preferred against David Johnston Evans, bus driver, 68 Peebles Street, Kirkcaldy.

The objection of the agent on behalf of the accused was that the regulations of 1924, which prescribed that the rear plate must be illuminated, were cancelled by the Road Transport Act of 1927, and that the Minister of Transport had no authority to make the amending regulations of 1928, under which the complaint was made.

The agent's submission was that there was no statute under which a motorist was compelled to illuminate his rear identification plate.

In his judgment Sheriff Dudley Stuart said the charge was founded upon the order which provided that the identification mark on the rear plate must be illuminated, and the argument of the respondent was that the order was without statutory authority. The objection was that the powers which were conferred upon the Minister of Transport under the Roads Act of 1920, had been revoked by the Road Transport Lighting Act of 1927.

The question was an interesting one, and his first impression was that the objection had substance, and if his impression had been borne out in looking into the matter the result would have been to dismiss the complaint on the ground that the order founded upon was an order by the Minister of Transport, who had no legal authority to make it.

#### Parallel English Case.

He had seen a report of a case in the King's Bench in England, which had been decided by the Chief Justice, Mr. Justice Avory, and Mr. Justice Swift. In that

case referred to the precise point was raised, and the judgment of the Court was that the objection had been ill-founded.

The Lord Chief Justice held that the term "power of any local authority, or any other authority, to make orders with respect to the carrying of lights shall 'cease' could not be held to include the Minister of Transport.

The Sheriff said he was not bound to any judgment of the King's Bench, but it seemed to him undesirable to pronounce an opinion which was not in conformity with the judgment. His impression was to the contrary effect. Seeing that the statute and the orders made in it were equally applicable in Scotland as in England, it would be desirable that these interpretations should prevail. If there was to be any judgment not consistent with the view taken by the Court of the King's Bench, it ought to be pronounced by a higher Court.

He accordingly repelled the objection, and accused's agent then tendered a plea of not guilty to the charge.

## SLOUGH & GROUCH.

Sit Straight and Smile.

### DOCTOR TRACES CAUSES.

Next time a motorist leans out of his car to curse at you if he thinks you are in the wrong, don't curse back, but sympathise with him. His bad temper is not caused by a nasty nature, but by pressure on a nerve root due to sitting in an incorrect posture.

This is the theory of Dr. Arnold H. Kegel, city health commissioner of Chicago (U.S.A.), who says the matter of incorrect posture in driving is of vital importance to motorists, or at least their temper and health.

"Business men, salesmen, and others who drive more or less continuously, should sit straight," he says. "Continuous sitting in the wrong position affects circulation, digestion, elimination and resistance to infection. A driver who swears at his passengers, may be quite good tempered in any other trade while his grouch in a car is due to slouching behind the wheel."

## SIGNAL PUNCTURE.

Electric Tell-tale.

### SCOT'S INVENTION.

With the latest English device for fitting to tyres, any drop in pressure due to a puncture, leaking valve or blow-out is immediately brought to the driver's notice by an instrument on the dashboard.

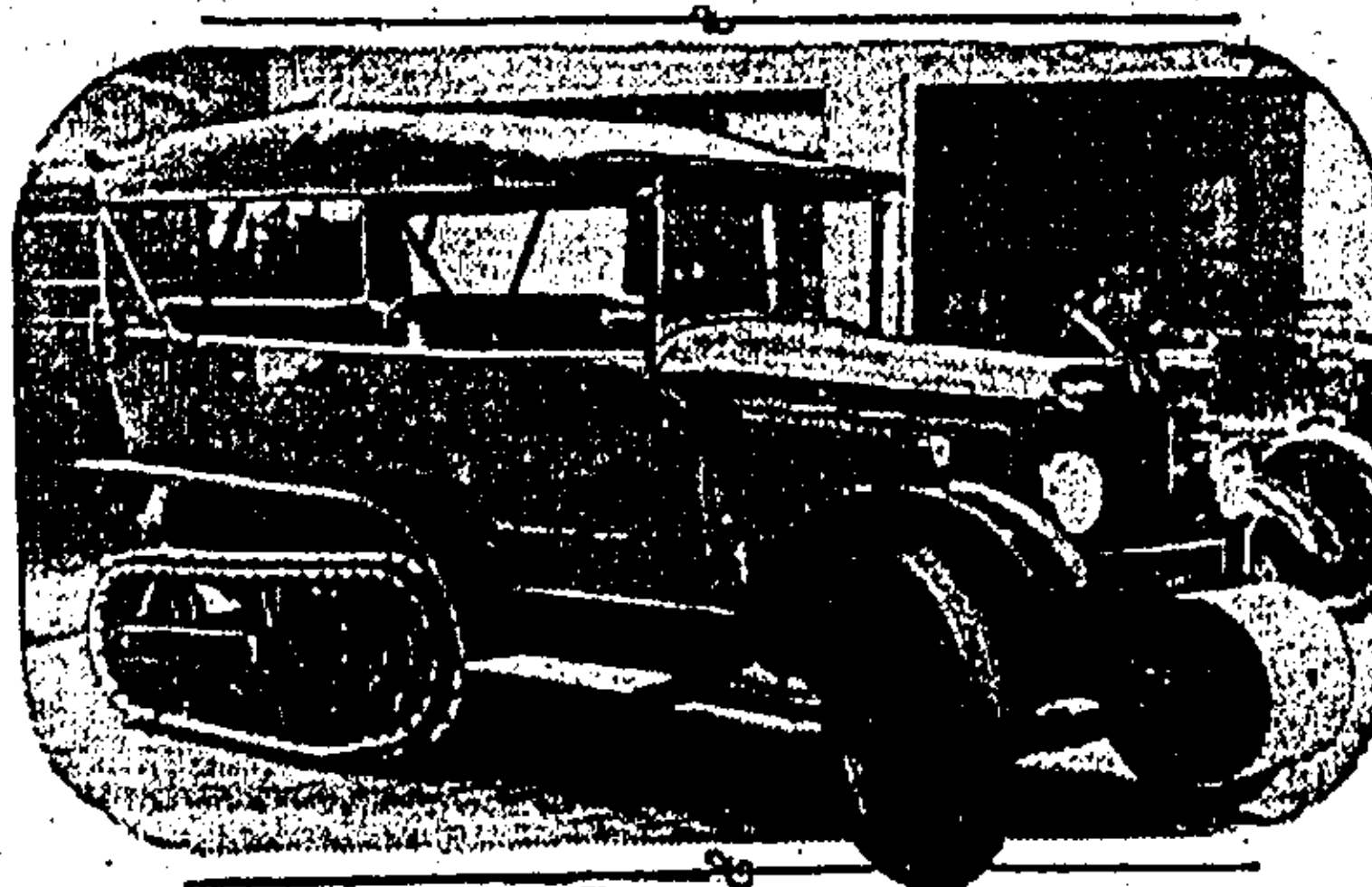
The device is a permanent fitting to all four wheels and is the invention of a Scotch motor engineer who will market it under the name of Savoytyre.

The patent is fitted to each hub of the car and connected by electrical wiring to an instrument on the dashboard. Provision is made for movement between the wheels and body and for steering. The fitting on the hubs carries a pressure gauge which can be inspected by opening a protecting plate.

Four signals are fastened to the dashboard—one for each wheel and should the pressure fall in any tyre the signal for that tyre shows it immediately on switching on the ignition with which the wiring of the device is connected.

The tell-tale does not interfere with the inflation of the tyre and wheel changing takes only 15 seconds, longer when the equipment is fitted.

## NOT BUILT FOR PLEASURE.



Copyright, NEA-London Times.

The lines of this commercial motor transport are snappy enough to belong to a pleasure car. Leaving off the caterpillar tread and the roller in the front, it could easily be taken for such. The car, a Citroën on display at the Commercial Motor Transport Exhibition at the Olympia Auto Show in London recently, uses the roller in the front to climb embankments. This roller catches on the earth of the bank and the power fed to the tread in the rear rolls the front end up the grade.

## B. S. A.

FOR

POWER  
SPEED  
SILENCE  
SAFETY  
ECONOMY  
RELIABILITY.

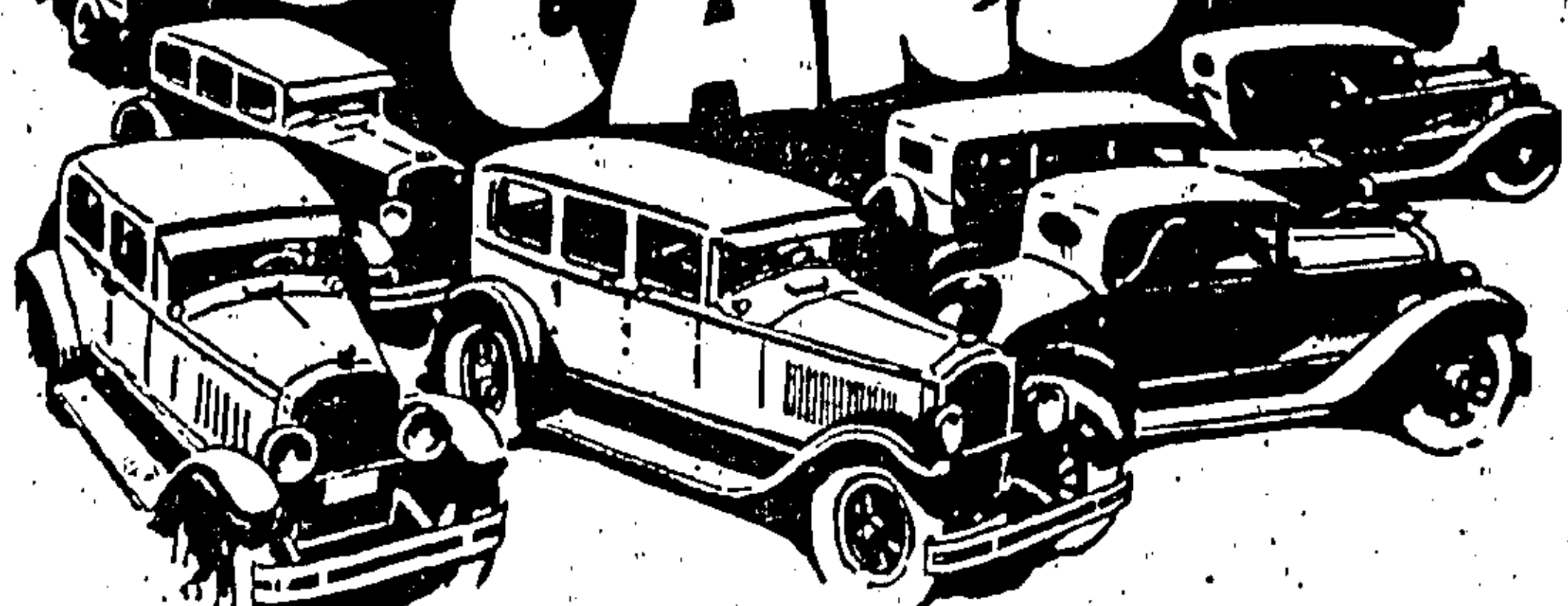
The Greatest Value  
in Motor Cycles!

SINCERE'S

Sole Agents.

## Lane, Crawford's NEW SCHEME

# USED CARS



## Buy a Used Car under our Guaranteed Re-Purchase Scheme.

We will guarantee to re-purchase, at owner's option, any Used Car bought from us and will pay back a definite percentage of the original price paid by the buyer; percentages as under:—

Period of use	3 Months	75%
"	4 "	71%
"	5 "	68%
"	6 "	65%

To any buyer wishing to use his car over a longer period we will give special quotations.

### Reasons why this Re-purchase Scheme must appeal to you

1. There can be no doubt about the quality of our Cars when we are prepared to buy them back again.
2. A Fifteen Hundred Dollar Car costs you less than \$2.90 per day over the period of six months, and the Car is your own.
3. If you are going on leave in three or four months, you can drive your own car over that period, and even to the boat on the day you sail, without having any worry about re-selling.
4. When you arrive in England, we can arrange for you to have similar service, and can in fact have a car of any good English make waiting for you at the boat when you land.
5. We can supply you with used Cars in Hong Kong from \$500.

For further particulars call or phone our Sales Department at Head Office. Tel. C. 4670.

**LANE, CRAWFORD, LTD.**

## THORNYCROFT

### RIGID SIX-WHEELED MOTOR VEHICLES



COMBINED  
EFFORTS  
of  
RELIABILITY  
OVERCOME  
ALL  
DIFFICULTIES.

THIS PICTURE ILLUSTRATES THE MEANING OF  
"DOUBLE ASSURANCE"  
SECURED BY USING

**THORNYCROFT** — **SHELL**

FAMOUS MOTOR  
VEHICLES

MOTOR SPIRIT  
LUBRICATING OILS  
AND GREASES

JOHN L. THORNYCROFT & Co., Ltd. UNION BLDG., H.K.

ASIATIC PETROLEUM CO., ASIATIC BLDG., H.K.



## NOISY COMPANY MEETING.

### CHALLENGE RESENTED FROM THE CHAIR.

Upstairs scenes were witnessed at the annual meeting at Winchester House, of the British Cement Products and Finance Company—the principal concern in the "Red Triangle" group lately associated with the name of Mr. H. S. Horne.

The balance-sheet to November 16 showed a net loss of £281,000, together with a depreciation of £1,782,000 on the company's investments, making a total loss of over £2,000,000.

This position Mr. Chapman attributed to an unfortunate series of events—the General Election, acute financial stringency, the Harty crash and the Wall Street crash. Attacks in the Press and other causes, he maintained, had driven down the market value of the company's shares to an unjustifiably low level.

After Mr. Chapman's speech certain shareholders expressed their dissatisfaction with the information given, and proposed an amendment for the appointment of a shareholders' committee of investigation.

A large number of questions were addressed to the Chairman.

Pandemonium. One shareholder intimated that if the amendment was defeated shareholders might have to consider the desirability of applying for a Bond of Trade investigation.

The Chairman thereupon declared that this challenge having been thrown at the Board, he would take it up and would answer none of the questions.

On the shareholders' amendment being declared carried by a large majority on a show of hands, the Chairman demanded a poll. At this everyone rose to their feet, and the Chair completely lost control of the meeting.

Amid a general pandemonium lasting about half an hour one shareholder after another stood on the seats and endeavored to address the meeting.

When some sort of order had been restored the poll was taken. The sense of the meeting, as revealed by the previous show of hands, was reversed, and the amendment defeated by 158,000 votes, the announcement being greeted by a derisive roar.

The report of the directors and the accounts were then adopted. The re-election of the directors was, by consent, deferred.

## STRIKING R.A.F. FIGURES.

### SLOTTED WINGS AND PARACHUTES.

A striking decrease in the number of accidents to Royal Air Force aircraft has resulted from the standardisation on all British service machines of the Handley Page slotted wing safety device.

The figures for 1929 are the lowest for eight years. The number of machines in the R.A.F. in 1922 was 370, and there were 34 fatal machine accidents and 61 deaths. In 1929 with more than 800 machines, or more than double the number, there were only 31 fatal machine accidents and 42 deaths. This is convincing proof that the slotted wing gives safety in the air.

Compared with some of the worst years, such as 1925, the 1929 figures show an even more striking decline. In 1926 the R.A.F. consisted of 61 squadrons, or about 700 machines. There were 54 fatal machine accidents and 85 deaths, that is 43 deaths more than in 1929.

It must be remembered that every year the speeds of R.A.F. machines have increased, and, therefore, other things being equal, the risks of flying them.

A subsidiary cause of the reduced death-rate is the fitting of parachutes to all Service aeroplanes (though not to seaplanes and flying boats). Parachutes have in all saved about 30 lives in the R.A.F. During 1929 alone they saved 16 lives.

A Psychological Factor. It is thought that there may also be a psychological explanation for the improvement. Pilots are now trained more slowly and carefully and are led to regard flying as part of a definite profession, rather than as an amusing sport. They are less inclined to take unnecessary risks and they have ceased to admire the recklessness of some of the war-time pilots.

The statistics for 1929 which have been quoted above include the accident to the R.A.F. long distance monoplane which resulted in the deaths of Squadron Leader Jones, Williams and Flight Lieutenant Jenkins.

Before the R.A.F. had settled down to a peace-time establishment the accident figures were higher than at any subsequent date. In 1919 there were 138 fatal machine accidents and 180 deaths. But there were many more machines in service at that date, so that no direct comparison can be made.

## LOCAL RADIO.

### RUNNING COMMENTARY ON BOXING CONTESTS.

The feature of the programme to be broadcast from ZBW, on 355 metres to-day is a running commentary of the boxing contests at the Theatre Royal. There are eight contests in which representatives of the Army will appear against Navy men. 11.00-11.30 p.m. Commercial news, 12.00-1.00 p.m. Demonstration programme.

1.48 p.m. Weather report. 7.00-9.00 p.m. Recorded Music and Experimental Relay Transmission. 9.10 p.m. A Boxing Tournament arranged by the Hongkong Boxing Association will be relayed from the City Hall. A running commentary will be given from the Ring-side of a series of selected six round contests between the Navy and Army under I.S.B.A. Rules.

Bantamweight. Pte. Pierce v O. S. Evans S. L. I. H.M.S. Kent. Pte. Woolley v L. S. Irwin K.O.S.B. H.M.S. Kent. Middleweight. Pte. Bauleh v Marine, Woolford S. L. I. H.M.S. Hermes. Pte. Hume v Stoker Harley K.O.S.B. H.M.S. Kent.

Welterweight. L/C. Woodhouse v A. B. Trimming S. L. I. H.M.S. Hermes. Lightweight. Corp. Herston v O. S. Scott S. L. I. H.M.S. Hermes.

Middleweight Contest. Lt. C. G. H. Christian v A. B. Ewin. H.M.S. Kent.

Ex-I.S.B.A. Middle-Ex-Middleweight weight Champion, Champion of the Colony.

11.30 (Approx.) Close down. Sunday's Programme.

10.55 a.m. Morning Service relayed from Union Church.

Voluntary. Hymn, "Glorious things of thee are spoken."

Prayer. Lord's Prayer.

Hymn, "Dear Lord and Father of the World."

The Lesson. Children's Address.

Hymn, "Hushed was the evening hymn."

Voluntary. Silent Prayer.

Prayer. Hymn, "Jesus, Lover of My Soul."

Address, Rev. G. K. McNeur.

Hymn, "I heard the voice of Jesus say."

Benediction. The National Anthem.

Voluntary. 12.10-1.00 p.m. (approx.) Chinese programme.

1.48 p.m. Weather report. 7.48 p.m. Weather report.

9.00 p.m. Programme of H. M. V. and Victor records supplied by courtesy of Messrs. Moutrie.

"Invitation to the Waltz" (Weber, Op. 65).

Philadelphia Symphony Orchestra under the direction of Leopold Stokowski.

"Love's Garden of Roses" (Haydn Wood).

"Chanson (In Love)" (Friml), Reginald Foort.

"Symphony No. 8, in B Minor" (Schubert).

Philadelphia Symphony Orchestra under the direction of Leopold Stokowski.

"Mighty Lake a Rose" (Nevin).

"Just Keepin' On" (Phillips).

"Hungarian Rhapsody—No. 2" (Liszt).

Philadelphia Symphony Orchestra.

"At Dawning" (Cdnann).

"Shepherd's Lullaby" (Hewitt).

"F. Rowland-Tins, F.R.C.O. "Caprice Viennois" (Fritz Kreisler Op. 2).

"Cappella Ballet—Dance of the Automaton and Waltz" (Belcher).

San Francisco Symphony Orch. "Le Cygne" (Saint-Saens).

"Londonderry Air" (Arr. Coleman).

De Gruyt (Violin), David Bor (Pianoforte), H. M. Calve (Cello).

"Tales of Hoffman—Barcarolle" (Offenbach).

"Cavalleria Rusticana—Intermezzo" (Mancini).

Victor Concert Orchestra.

"Lead Kindly Light" (John H. Newman—John B. Dykes).

"Abide with Me" (H. F. Lyte—W. H. Monk).

Reinold Werrenrath. 10.30 p.m. Close down.

11.00-11.30 p.m. Close down.

11.30-12.00 p.m. Close down.

12.00-1.00 p.m. Close down.

1.00-1.30 p.m. Close down.

1.30-2.00 p.m. Close down.

2.00-2.30 p.m. Close down.

2.30-3.00 p.m. Close down.

3.00-3.30 p.m. Close down.

3.30-4.00 p.m. Close down.

## SHARE PRICES.

### TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

**Banks.**

Hongkong Bank, \$1310 b. Chartered Bank, \$171 n. Mercantile A. & B., \$281 n. East Asia \$95 b.

**Insurance.**

Canton Ins., \$715 b. Union Ins., \$379 b. North China Ins., \$160 b. Yangtze Ins., \$50 n.

China Underwriters, \$2 n. China Fire, \$340 b. H. K. Fire Ins., \$326 b.

**Shipping.**

Douglases, \$25 a. H. K. Steamboats, \$271 n. H. K. Tugs, \$2 a. Indo-China, (Def.) \$70 n.

Union Waterboats \$231 b. **Mining.**

Bonguets, \$470 b. Kailans, \$2/6 n.

Langkots, \$13/6 n. S'hai Explorations, \$130 n.

Raub, \$131 b. Tronols, \$21/ b.

**Docks, etc.**

Kowloon Wharves, \$1451 b. Whampoa Docks, \$311 n.

China Providents, \$535 sa. Hongkows, \$196 sa.

New Engineering, \$750 n. Shanghai Docks, \$1231 sa.

**Cottons.**

Ewo Cottons, \$16/60 s. Orientals, \$12/30 b.

S'hai Cottons, \$18/30 (old) b. **Lands, Hotels, etc.**

H. and S. Hotels, \$1280 sa. H. K. Lands, \$651 b.

S'hai Lands, \$200 b. Humphreys, \$141 b.

Realities, \$8/60 sa. Chinese Estates, \$98 a.

**Public Utilities.**

Tramways, \$18/30 sa. Peak Trams, (old) \$11/75 n.

Star Ferries, \$73 b. China Lights, (Old) \$22 b.

H. K. Electric, \$71 n. Macao Electric, \$23 b.

Telephones, \$9/65 b. China Buses, \$151 b.

Singapore Traction, 10/ s. **Industrials.**

China Sugars, \$1 n. Malabons, \$27 n.

Cald: Macg. Ord: \$11 n. Canton Ice, \$250 n.

Cementa (Comb.) \$151 b. Ropes \$780 b.

United Asbestos \$5 b. **Stores, etc.**

Dairy Farms, \$221 b. Watsons, \$11/40 b.

Der A Wings, \$80 s. Lane Crawfords, \$210 b.

Mackintosh, \$18 b. Sinceros, \$12 n.

**Miscellaneous.**

Amusements, \$28 b. Constructions, \$130 b.

B'que Ind. G. Bonds, 61%. H. K. G. Loan 5% s. Prem.

There has been added to the list of medical practitioners the name of Dr. Chan Ping-in, of the Nether-sole Hospital, who is Bachelor of Medicine and Surgery of the Hong-kong University.

A warrant has been issued for the arrest of Li Ching-yuen, a clerk employed in the comptroller's office of Messrs. Gilman and Company Bank Buildings, for the alleged embezzlement of \$545, collected by him on behalf of the firm.

The remains of the late Lady Lampson, wife of Sir Miles Lampson, who died from meningitis on Thursday, were laid to rest yesterday evening.

The service was conducted on the heights above Happy Valley, where in a peaceful spot the grave of Lady Lampson stands. Although in the future a monument will mark the spot, last evening the grave was but a simple mound, about which were strewn scores of lovely wreaths.

At the graveside the service was conducted by the Bishop of Victoria (Dr. Duppy) assisted by the Very Rev. Dean Swann. As will be remembered, Sir Miles particularly intimated that he wished the funeral to be a private affair, thus it was that comparatively few people gathered at the graveside.

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# DAIRY FARM NEWS

**Week-end Specialty**

## TOMATO SAUSAGE

**70 cents per lb.**

The Dairy Farm Ice & Cold Storage Co., Ltd.

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Hop Leaf



## SIMONDS' Milk Stout

Obtainable at all stores and from:—  
**CALDBECK, MACGREGOR & CO., LTD.**  
(Incorporated under the Companies Ordinance of Hongkong.)  
Prince's Building. Telephone C. 75. Ice House Street.

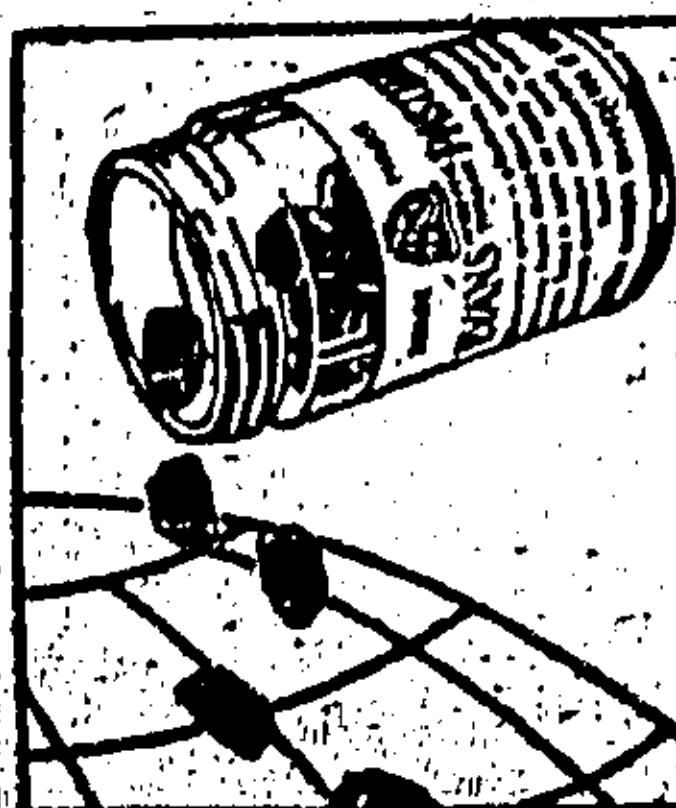
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Evans' Pastilles are prescribed regularly by Doctors the World over for relieving Coughs, Colds, Catarrhs, Whooping Coughs, Croup, Sore Throats, Weak Chests and Sore Throats. The vapours penetrate into innermost parts giving instant relief.

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# THE WORLD OF SPORT

## CANTON TENNIS.

### INTERNATIONAL DOUBLES FINAL.

The finals of the international Open Mixed Doubles Championships for the Madame Wong So Cup have just been completed and resulted in a win for Mrs. G. S. Moss and Mr. A. T. Lay who defeated Miss Wong Yuck-kau and Mr. Wong Kut-cheung by 6-1, 6-4. The game was very closely disputed and was much more than the score would seem to indicate. The following are the full results of the tournament:

1st Round:—Miss Wong Yuck-kau and Mr. Wong Kut-cheung defeated Mrs. Canavall and Mr. Elmar Precht 6-2, 6-3; Miss Virginia Black and Mr. A. R. Knipp defeated Si To May and Mr. Si To-pik 2-6, 6-4, 6-4; Mr. and Mrs. C. E. Watson walk over; Mr. and Mrs. Wong So scratched; Mrs. G. W. D. Oliver and Mr. K. Iwazaki defeated Miss Wong Wan-yi and Mr. Ho Chun-man 2-6, 6-4, 7-5; Miss Mary A. Lehmann and Mr. G. W. Greene defeated Mrs. Kanter and Mr. H. Schneider 2-6, 6-1, 8-6; Miss Tang Chi-ho and Mr. Wong Pak-chung defeated Mrs. R. Maxwell Hall and Mr. J. Marcellus 7-5, 6-3; Miss Chan Po-yuk and Mr. Chan Chi-leung defeated Miss Ruth Craft and Mr. Muk Ying-chun 2-6, 6-4, 6-2; Mrs. G. S. Moss and Mr. A. T. Lay defeated Miss Chan and Mr. M. L. Rankin 6-2, 6-4.

2nd Round:—Miss Wong Yuck-kau and Mr. Wong Kut-cheung defeated Miss Virginia Black and Mr. A. R. Knipp 4-6, 6-4, 6-1; Mr. and Mrs. C. E. Watson walk over; Mrs. G. W. D. Oliver and Mr. K. Iwazaki scratched; Miss Mary A. Lehmann and Mr. G. W. Greene defeated Miss Tang Chi-ho and Mr. Wong Pak-chung 2-6, 6-4, 7-5; Mrs. G. S. Moss and Mr. A. T. Lay defeated Miss Chan Po-yuk and Mr. Chan Chi-leung 6-2, 6-4.

Semi Finals:—Miss Wong Yuck-kau and Mr. Wong Kut-cheung defeated Mr. and Mrs. C. E. Watson 6-3, 4-6, 8-6; Mrs. G. S. Moss and Mr. A. T. Lay defeated Miss Mary A. Lehmann and Mr. G. W. Greene 6-2, 4-6, 6-3. Final:—Mrs. G. S. Moss and Mr. A. T. Lay defeated Miss Wong Yuck-kau and Mr. Wong Kut-cheung 6-1, 6-4.—Our Own Correspondent.

## INTERPORT FOOTBALL.

### TIENSIN TO SEND TEAM TO SHANGHAI.

Information has been received from Shanghai that Tientsin will now participate in the Interport Soccer competition.

The re-arranged programme is as follows:—

Feb. 1st, Shanghai v. Hongkong.  
Feb. 2nd, Shanghai v. Tientsin.  
Feb. 3rd, Hongkong v. Tientsin.  
Feb. 5th, Hongkong v. Army (Shanghai).  
Feb. 7th, Tientsin v. Army (Shanghai).  
Feb. 6th—Interport dinner.

The Hongkong team will be accommodated in the Palace Hotel during their stay in Shanghai. The team will leave Hongkong by the President McKinley on 28th instant and expect to return by the President Lincoln on Monday, 10th February.

### The Teams.

The team selected to represent the Colony against Shanghai has been chosen, as follows:—G. Rodger; Reeves and C. Pile; Hedley, West and A. A. Remedios; B. Gosano, A. V. Gosano, Goldman, Scott and Butcher. Reserves:—Everest, McGreavy, Wallington and Bewley Bull.

Shanghai Interport team has not yet been chosen as the grounds have only been available for one game since November. The team selected will be cabled to Hongkong later.

The following have been chosen to represent Tientsin against Shanghai:—Roxburgh; Waddell and Kidd; Kazoolin, Park and Cooke; Pingereth, Rodger, Pearson, Coulcher and Johnson. Reserves:—McPhie and Morton. Manager Greenland.

Mr. W. B. Hollands and Mr. W. R. George will accompany the Hongkong team as joint managers.

## RECORD GOLF PRIZE.

GENE SARAZEN WINS \$10,000 GOLD.

New York, Jan. 24. A message from Agua Calientes, Mexico, says that Gene Sarazen, former National champion, has won the Agua Calientes \$10,000 golf tournament, which is a record purse for any tournament. His aggregate score was 295 for seventy-two holes. He did the last round in sixty-eight, and created a record for the course.—Reuter.

## LOCAL CRICKET.

The following will represent the Combined League against the United Services on Sunday, on the Kowloon Cricket Club ground commencing at 11 o'clock sharp:—W. Brice (Capt.), D. J. N. Anderson, E. C. Fincher, E. F. Fincher, F. Goodwin, W. C. Hung, S. A. Ismail, A. J. Lee, E. A. Lee, S. A. Runjahn, G. E. Sayer.

## HOCKEY.

### ARMY DRAW WITH THE CLUB.

On the U.S.R.C. ground yesterday afternoon, a draw of four goals each was the result of a friendly match between the H.K.H.C. and the Army. Neither side was up to strength, though it seemed that the Club would have matters all their own way, scoring three times through Divett, without reply in the first half. The Club combination, that had been so successful in the first period, was missing in the second half, individualism being the method for the remainder of the game. These tactics did not bring goals, and the Army, getting through more, equalised through Skipp (2) and Captain Werricke. Later on Divett added a fourth goal for the Club, but Denmark obtained an equaliser for the Army.—B. M. T.

### Kowloon Indians.

The following will represent the Kowloon Indian hockey team against the Club de Recreo on Sunday, at 10 a.m., on the King's Park Ground:—Surjan Singh, Joginder Singh, Khushi Mohamed, Kalwant Singh, Atma Singh, Perdas Khan, Amir Khan, Attar Singh, Gurbachan Singh, Harbhajan Singh, Karnail Singh.

### Club Teams.

The following will represent the Hongkong Hockey Club in their Shield match with the Army on the U.S.R.C. ground at 4.30 p.m. on Wednesday:—C. L. Gregory, W. Woodward, J. E. Henry, J. Rodger, A. A. Dand (captain), E. R. Mitchell, H. Owen-Hughes, G. E. R. Divett, C. Francis, J. E. Noronha and D. M. McDougal.

The second team, to meet the Club de Recreo at King's Park on Monday at 5 p.m., will be:—W. Burrowman, L. A. R. Duncan, L. F. Nicholson (captain), M. E. H. G. Mills, O. Butler, H. Marlow, A. N. Other, M. G. Murriott, H. V. Parker, D. K. Valentine and E. C. Fincher.

## LADIES HOCKEY.

### HONGKONG TO PLAY CLUB DE RECREO TO-DAY.

Hongkong Ladies 1st XI will play Club de Recreo Ladies 1st XI on Y.M.C.A. ground, King's Park, at 3 p.m. to-day. The players are as follows:

Hongkong Ladies: J. Smalley, E. Gray, P. D. C. Lack, E. O'Hagan, E. R. Bell, M. Wallace, I. C. Bell, N. McNeillie, D. Stanion, M. Smalley, M. Bishop. Reserve, B. Luing. Referee, A. A. Dand.

Club de Recreo Ladies: L. Xavier, C. Osmund, H. Lelle, O. Basto, M. Alves, M. Remedios, M. Roza, C. Botelho, L. Silva-Netto, A. Basto, A. Roza. Reserve, A. Alves. Referee, D. Lopes.

### Second Eleven Match.

The following team will represent the Hongkong Ladies' Hockey Club 2nd XI in a match against the Kowloon Ladies' Hockey Club 2nd XI on the Naval ground at Happy Valley to-day. Bully off 3 p.m.: G. E. Little, P. Carter, M. King; A. N. Other, F. Webber, M. Bird, A. E. Steele, E. Blackburn, C. Ferguson, J. L. Whyte, A. Steel.

# SETTLING THE POINT IN GOLF



### Putting Rules.

In match play, if a player plays when his opponent should have done so, the stroke may be at once recalled by the opponent, and the ball replaced.

In medal play, as there is a penalty of one stroke for striking another competitor's ball on the green, the owner of the ball further from the hole may call on the other player to play first, or to lift his ball if he prefers to do so.

## CINEMA NOTES.

### DANCES IN "HOLLYWOOD REVUE."

The remarkable dancing team work of a huge chorus of boys and girls, the largest dancing group ever gathered within the limits of one stage and within the range of the camera's eye, a feature of "The Hollywood Revue," Metro-Goldwyn-Mayer's full length musical feature coming on Sunday at the Queen's Theatre, was accomplished only after many hours of patient rehearsal under the direction of experts.

Sammy Lee, famous stage and dance director of Ziegfeld "Follies," "Show Boat" and "Rio Rita" fame, who staged 90 New York productions in the last seven years, is responsible for the absolute precision with which his chorus executes new dance steps in intricate formations.

A week or more before Lee left New York for California, his assistant, George Cunningham, who staged the dances for "Broadway Melody" had begun the preliminary work of rounding the chorus into shape. Most of the girls and boys chosen for the chorus were native sons and daughters of California and few of them had been members of a chorus before. A census of the chorus revealed that only four of the girls ever had New York chorus experience. Most of the boys, however, considered themselves "accomplished hoofers," as indeed they proved to be.

On his arrival, Lee faced the problem, not only of completing the training of his huge chorus, but also the more involved task of working out ensembles to suit special musical numbers, something bigger and better than ever had been done by a chorus in the history of the musical comedy or revue stage. As a result, Lee's "Say It With A Big Brass Band" number in which his chorus passes in review in military formations worthy of a West Point drill master, the ensembles of the "Minstrel Show," "Singing in the Rain," "Orange Time" and other songs and chorus features are considered masterpieces of the stage director's art.

"In Old Arizona." Warner Baxter's marvellous speaking voice is heard in "In Old Arizona," Fox Films first feature length picture now showing at the Queen's. Baxter, who has been eminently successful as a male lead in pictures, so much so that he enjoys an enviable popularity with picture devotees the world over, came to the screen after several years as a leading man of the speaking stage, and in that branch of his profession one of his chief assets was his voice. Obviously the screen, until now, has been denied that voice, but it has come back, through the medium of Fox Movietone, more glorious, more resonant, more vibrant than ever. It is heard in his portrayal of "Cisco Kid," that very colourful bandit of the romantic days in the old southwest.

### "Sunset Derby."

The somewhat one-sided battle between the automobile and the horse is depicted in a whimsically humorous manner in the "Sunset Derby," the First National Picture featuring William Collier, Jr., and Mary Astor, now showing at the Majesty Theatre Kowloon.

Two friends fall out when one heeds the call of progress and opens a service station next door to the ancient livery stable of his friend, Ralph Lewis and Lionel Belmore as the two friendly enemies lend a great deal of humour to this novel story of the race track, and give occasional touches of pathos as well as comedy to the picture.

During the 5.30 and 7.20 p.m. performances, there is an added attraction of three first-class dancers, comprising a toe-dancer, an acrobatic dancer, and a classical dancer.

"The High Steppers" will appear at the 9.20 p.m. shows when they will give eighty minutes of first-class entertainment. They will change their programme every night.

## EXCHANGE RATES.

	London, Jan. 24.
Paris	123.89
Brussels	34.95
Amsterdam	12.107
Berlin	20.305
Copenhagen	18.195
Vienna	34.60
Helsingfors	103%
Lieban	108.25
Bucharest	818
Buenos Aires	45
Shanghai	2/0 9/10
Yokohama	4.89%
New York	25.155
Genova	22.99
Milan	18.13
Stockholm	18.15
Oslo	164%
Prague	37.345
Madrid	137%
Athens	54
Rio	1/5 20/82
Bombay	1/8%
Hong Kong	20.16
Silver (spot)	20%
Silver (forward)	20%

## GARRISON NEWS.

### YESTERDAY'S ARMY SOCCER GAMES.

Two very one-sided matches were played in the Hongkong Area Football League, yesterday afternoon. At Sookunpo, "C" Company, R.O.S.B., defeated the combined R.A.S.C. and R.A.P.C. team by eight goals to nil. Teams:—

"C" Coy., R.O.S.B.—Hughes, Spence, Dorrain; Hoeherty, Kidd, McKnight; Cox, Huine, Gear, McDougall, Goodman.

R.A.S.C. and R.A.P.C.—Andrews; Hamer, Norris; Tavlin, Carter, Evans; Fry, Lewis, Lyons, Brennan, Cole.

The Service Corps, with a weakened side, were outplayed from the commencement of the game, their special weakness being on the left wing. The absence of Lt. Courtis, at right back, was keenly felt, and though Hamer did well, he could not cope with the strong attacks of the Borderers. McDougall, Kidd, and Huine, all scored in the first half, without reply by the Corps, whose slight counter-attack was the only one. The second half was a repetition of the earlier action, the Borderers piling on goals, and having little in the way of defensive work to do. Gear had a "hat-trick" in the second half, and McDougall added two more to gain the same distinction.

In another match, played at Chatham Road, the 20th (H) Battery, R.A., again lost. They were playing "D" (M.G.) Company, R.O.S.B., who are not extraordinarily high in the League Table themselves. The gunners lost by three clear goals. The better combination was shown by the Borderers, though the standard of play was by no means high. It is hoped that additions to 20th Battery's team in the next training season will enable them to do better when they again compete in the League, but a little more support on the part of officers and other ranks from the battery might even now improve their play.

## THE OPERA SEASON.

### "LUCIA DI LAMMERMOOR" A GREAT SUCCESS.

Those who were present at the Star Theatre last night will long remember the impressive and wonderful presentation of "Lucia" di Lammermoor, by the Italian Grand Opera Company. The whole company rose to brilliant heights, and the principals gave characterisations in the most convincing manner.

The tragic role of Lucy, the sister of Henry Ashton, of Lammermoor, was played to perfection by Mile. de Alba, whose voice is not only one of rare beauty, but of wonderful range. Her part in the famous "mad scene" not only calls for a voice of unusual merit, but if the portrayal is to be successful, histrionic ability of a high standard is essential. Mile. de Alba's triumph last night stamped her as an artist in the very front rank of her profession.

Although the rendering was excellent, throughout, special mention must be made of the principals' work in the dramatic sextette *Chi me frena*. It is rightly asserted that Donizetti created a masterpiece in this act, but he made it ever memorable with his immortal sextette. The audience were held spell-bound, and at the conclusion the ovation was so insistent that an encore was generously given.

As Sir Edgar of Ravenswood, Sig. Giletti shared honours with Mile. de Alba, while Sig. Casanova, Sig. Barontini, Sig. Maurer, Sig. Belletti, and Mile. Celli, each sustained their respective roles in masterful fashion.

To-night the Company is playing "La Traviata."

## LETTER GOLF.

Golfers are notoriously poor at arithmetic and to-day's letter golf hole proves that weakness.

O	N	E
T	E	N

1.—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.

2.—You can change only one letter at a time.

3.—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4.—The order of letters cannot be changed.  
One solution is printed on another page.

# BOXING CITY HALL

To-night, 25th January

at 9.15 p.m.

A Series of Selected Six Round Contests Between the Navy and Army under I.S.B.A. Rules

Bantamweight

Pte. Pierce v. O.S. Evans

S.L.I. H.M.S. Kent

Light-heavyweight

Pte. Woolley v. L.S. Irwin

K.O.S.B. H.M.S. Kent

Middleweight

Pte. Baulch v. Marine Woolford

S.L.I. H.M.S. Hermes

Lightweight

Pte. Hume v. Stoker Harley

S.L.I. H.M.S. Kent

Welterweight

L/O. Woodhouse v. A.B. Trimming

S.L.I. H.M.S. Hermes

Lightweight

Corpl. Herston v. O.S. Scott

S.L.I. H.M.S. Hermes

Middleweight Contest

Lt. O.G.H. Christian v. A.B. Ewin

D.A. H.M.S. Ken

Ex-I.S.B.A. Ex-Middleweight

Middleweight Champion of the Colony

Looking at Moutrie's:—

MEMBERS: Thursday, 25th January.

GENERAL PUBLIC: Friday and Saturday, 24th & 25th January.

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Ringside ... .. \$5.00

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Jan. 26th

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### SIX MONTHS IN GAOL FOR CONTEMPT.

CASE TO COME BEFORE LORD HANWORTH.

The question of the release of Mr. P. R. J. Seaton, the man who, six months ago, was committed to Brixton Prison for contempt of court, will, it is understood, come before Lord Hanworth, the Master of the Rolls.

It was announced recently that Captain Balfour, M.P., was to ask the Home Secretary, in the House of Commons, whether he was aware that Seaton had no private means to obtain legal advice on securing his release.

Captain Balfour, who is member for the Isle of Thanet, was also to ask whether the Official Solicitor was considering making an application on behalf of Seaton, and whether any restrictions had been placed on his liberties as regards writing to M.P.s or others whom he might think might be of assistance.

Two Commitments.

Mr. Seaton was first committed for contempt a year ago, because of his conduct in his father's house at Broadstairs. He was alleged to have tried to extort money from a receiver, appointed by the Court, who was in the house at the time.

He gave an undertaking, through his counsel, to keep away from the Isle of Thanet and was released, but the Master of the Rolls was informed that Seaton had returned to Broadstairs and ordered him to be committed again.

The Master of the Rolls said that Seaton had broken the undertaking on which he was released.

"It is idle," he said, "to accept an undertaking from him. It is idle to accept a promise. Both have been broken already."

"There can only be one course to take, and that is that he be at once committed to Brixton for breach of his undertaking of the Court."

"When a man is committed for contempt he remains in prison until, in the judge's opinion, he has purged his contempt."

### COALOWNERS' REPLY TO M.P. CRITICS.

NO PROFITS "TUCKED AWAY."

The Mining Association, in a statement upon some of the points raised in the debate on the Coal Mines Bill, denies that the owners' losses were "manipulated" or "exaggerated," or offset by profits "tucked away."

"It was for the very purpose of meeting such allegations," says the Association, "that the owners introduced their proceeds-sharing agreement in 1921. This form of agreement, which is still in operation, was hailed at the time by Mr. Lloyd George as the largest and most scientific application of the theory of profit-sharing that had ever taken place in the history of any industry."

"Had members of Parliament pointed out that the losses or 'debts' in the Mines Department Returns were less than the actual trading losses, they would have been speaking nothing less than the truth."

"The popular conception that a pit which is losing money is necessarily an uneconomic unit is a com-

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### PIONEER OF "PENNY FARTHING."

DEATH OF MR. T. W. WEEDING.

Mr. Thomas W. Weeding, for many years Clerk to the Surrey County Council and Clerk of the Peace for the County, died at his residence, Kingthorpe, Addlestone, recently, as the result of an accident. He was aged 82.

Until his retirement two years ago Mr. Weeding had ridden a bicycle from his home daily to the County Hall at Kingston. He was a pioneer of the old "penny farthing" machine, and being very tall rode one of the highest machines of that type, mounting with two steps.

At an inquest held by the West Surrey Coroner, a verdict of "Accidental death" was returned.

Miss Daphne Weeding, daughter, stated that on November 29 her father told her that while standing on a chair to hang up his coat he had slipped and fallen to the floor. He was bruised all round the right side.

Medical evidence showed that pleurisy developed, and the lungs collapsed.

plete fallacy. Generally speaking, the pits which continue in existence despite heavy losses in working do so because these losses are due to purely temporary causes."

As to the advantages of amalgamation it was urged that there was a certain and distinct advantage on the commercial side in the direction of facilitating more co-ordinated marketing policy; and it was these purposes that the quota system and the marketing scheme generally were designed to serve.

### IT'S ALWAYS SUMMER-TIME IN THE KITCHEN.

It's always summer-time in your Kitchen and the dangers of food contamination are present—as long as it is possible for the temperature in your refrigerator to rise over forty degrees.

Physicians agree that 50 degrees is the danger point in food preservation; above that temperature bacteria multiply alarmingly. Moisture too helps them thrive. But the constant dry cold of the General Electric Refrigerator checks their growth effectively.

Faithfully, quietly, automatically—every hour of the day and night the General Electric Refrigerator gives you the perfect refrigeration that safeguards health. It makes plenty of ice cubes, operates without needing to be oiled, creates no Radio interference, and has an accessible freezing regulator.

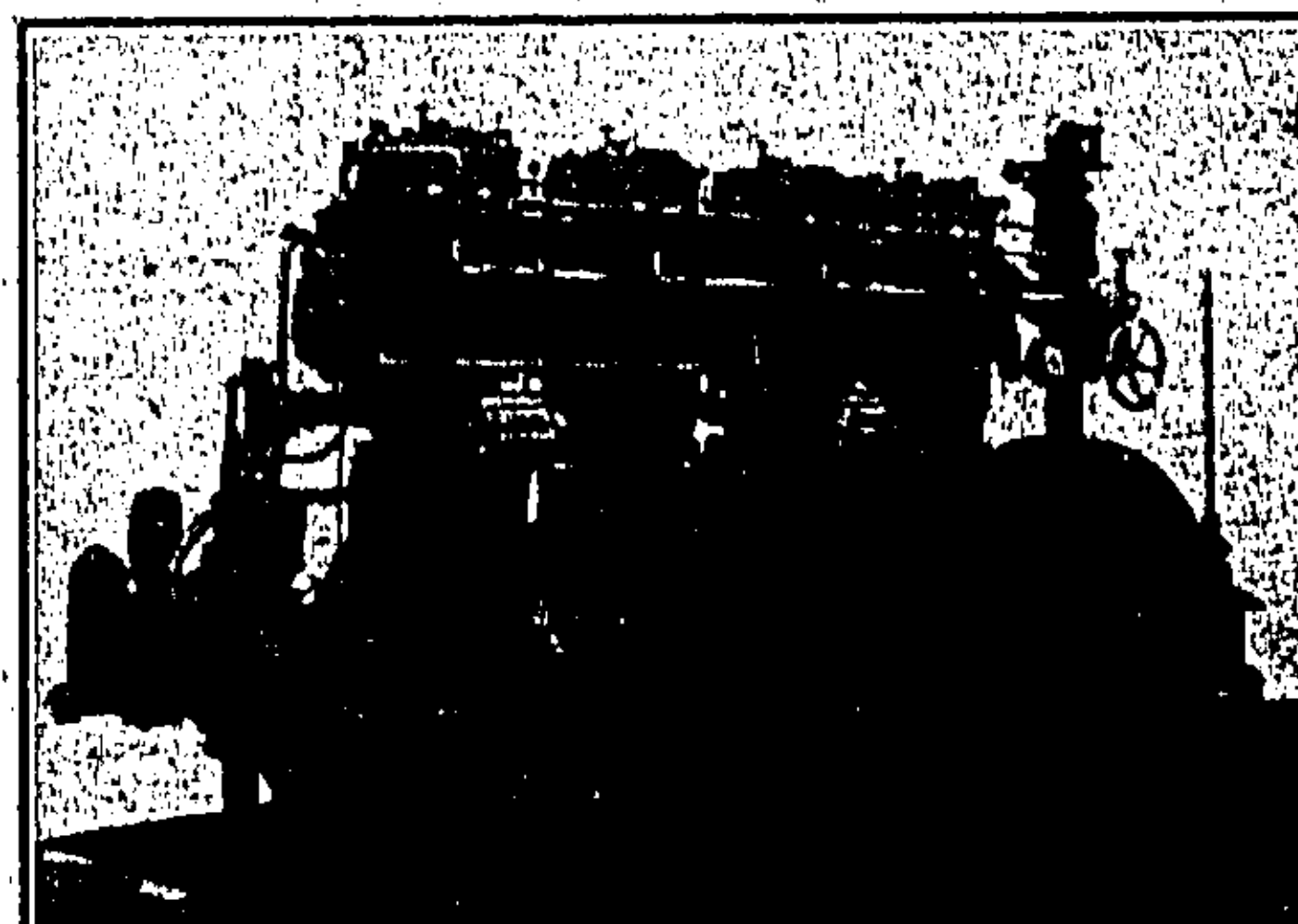
Important, too, is the fact that it is the only refrigerator which has an all-steel cabinet. It cannot warp—its doors cannot sag. It is the perfect cabinet for the safe and simple mechanism which is placed on top in an hermetically sealed steel casing.

An amazing record has been created in that there are more than 350,000 General Electric Refrigerators in use and no owner has ever spent a single cent for repairs. Consider this record.

The local agents, Messrs. Andersen, Meyer & Co., Ltd., David House, Des Voeux Road, have many sizes on view and have arranged with Messrs. Wm. C. Jack & Co. Ltd., The General Electric Co. of China Ltd., and the Hongkong Electric Co. Ltd., to demonstrate this wonderful machine.

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MADE IN ENGLAND

### A BROKEN DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—breakdown, as it were, of the vital forces that sustain the system. No matter what may be its cause (they are almost countless), its symptoms are such the same; the more prominent being sleeplessness, sense of prostration or weakness, depression, irritability and want of energy for all the ordinary activities. Now, what does a broken down system entail in all such cases? Increased vitality—vigor, vital strength and energy to throw off these morbid feelings, and as night succeeds the day this may be more certainly secured by a course of THE NEW FRENCH REMEDY.

**THERAPION No. 3** (also by any other known combination). So surely as it is taken in accordance with the directions accompanying the medicine, it will be followed by THE EXPIRING LAMP OF LIFE LIGHTED UP AFRESH.

and a new existence imperceptibly in place of what had so lately seemed worn-out, used up, and valueless. This wonderful medicine is suitable for all ages, constitutions and conditions. In either sex; and it is difficult to imagine a disease or derangement whose main feature is weakness, that will not be speedily and permanently overcome by this stupendous remedy, which is destined to create a condition whereby that had proceeded it for this wide-spread & enormous state of human ailments—(aided by London Chemists, or other reliable suppliers) Dr. J. L. S. 250, St. James Street, S.W. 1, London.

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Empress of Canada	Mar. 19	Mar. 21	Mar. 25	Mar. 27	Apr. 4
Empress of Russia	Apr. 9	Apr. 12	Apr. 16	Apr. 17	Apr. 26
Empress of Asia	Apr. 30	May 3	May 6	May 8	May 17
Empress of Canada	May 15	May 18	May 20	May 22	May 30
Empress of Russia	June 4	June 7	June 10	June 12	June 21
Empress of Asia	June 25	June 28	July 1	July 3	July 12
Empress of Canada	July 10	July 13	July 15	July 17	July 25
Empress of Russia	July 23	July 26	July 29	July 31	Aug. 9
Empress of Asia	Aug. 7	Aug. 10	Aug. 12	Aug. 14	Aug. 22
Empress of Canada	Aug. 20	Aug. 23	Aug. 26	Aug. 28	Sept. 6
Empress of Russia	Sept. 4	Sept. 7	Sept. 10	Sept. 11	Sept. 19
Empress of Asia	Sept. 17	Sept. 20	Sept. 23	Sept. 25	Oct. 4
Empress of Canada	Oct. 6	Oct. 9	Oct. 12	Oct. 14	Oct. 17
Empress of Russia	Oct. 20	Oct. 23	Oct. 26	Oct. 28	Nov. 1
Empress of Asia	Oct. 30	Nov. 2	Nov. 4	Nov. 6	Nov. 14
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"SUMATRA"	24th February	24th February
"NANKING"	7th March	7th March

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	G. METZINGER	11th Feb.		PORTHOS	12th Feb.
	ANDRE LEBON	25th Feb.		CHENONCEAUX	26th Feb.
	PORTHOS	1st Mar.		ATHOS II	12th Mar.
	CHENONCEAUX	21st Mar.		D'ARTAGNAN	26th Mar.
	ATHOS II	8th Apr.		ANGERS	28th Apr.
	D'ARTAGNAN	22nd Apr.		SPHINX	28th Apr.
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## THE HELENA MAY INSTITUTE.

(Continued from Page 3.)

of a great sorrow. Lady Lamson, wife of the British Minister to China, died yesterday. At first it seemed as if, as a mark of respect to her memory, we should put off our gathering here this afternoon; but then I realized that to do so was exactly what she herself would have wished. Lady Lamson had a very vital personality. When one had had the privilege of meeting her, one was not likely to forget her. She had the gifts of a rare intelligence, a delightful sense of humour and a warm sympathy with other people's interests, the sort of person to whom one would instinctively turn for help and advice. I was greatly looking forward to a few days of her society, and had thought she might be here to-day. I know the best tribute one can pay to her is to get on with the work in hand.

### A Serious Purpose.

And indeed, though this is certainly a joyous and auspicious occasion, it is not one in which we meet purely in lightness of heart. I hope, and I am sure, that this house will be the scene of many merry occasions of much gaiety and laughter, for laughter is one of God's best gifts; but a serious purpose lies at the heart of our Institute, a determination to make the very best of our lives, our talents and our time. Under the aegis of the Helena May, the girls and women of Hongkong, whatever their station in life and to whatever community they belong, can meet together in the name of the best beloved women of her time to improve in knowledge of each other and to seek together some of those things which really make life worth while.

We have all got a bit tired of Women's Movements (with a big W and a big M), but I think at Helena May we can claim that we work in no aggressive or self-conscious spirit. We are indeed delighted to welcome our men friends, delighted to see many of them here to-day, and hope they will come again.

### A Small Beginning.

In the names of all members of the Helena May, I want to thank the Kowloon Committee, who under Mrs. Wood's chairmanship have worked simply wonderfully to get things ready for to-day. How much work goes to making a house habitable every woman knows, and the Committee has really been marvellous. It is a great delight to me to see it before I go.

Of course, we are beginning here in a small way, but every oak was once an acorn, and with Kowloon expanding daily as it does in a way that takes one's breath away every time one comes over to this side, I fully expect the daughter-house will in time, and not so very long time either, have outgrown the mother one. The geographical position of Singapore is a great comfort to me, for I know that I shall constantly hear news of Hongkong there and, should the able to keep an eye on you all.

After she had declared the branch open by signing the visitors' book with a gold fountain pen, which Mrs. Wood presented to her as a memento of the oc-

## SHARK FISHING.

ADMIRALTY TO MAINTAIN NEW BOAT.

London, Jan. 24. Important plans to the shark fishing industry were announced by the Chancellor of Exchequer, in the House of Commons yesterday.

A survey vessel for the better exploration and discovery of new fishing grounds is to be built at a cost of £3,000, and running expenses, estimated at £34,000 yearly for the next five years are also to be paid by the Exchequer.

The ship is to be constructed and equipped by the Admiralty in a Naval Dockyard and is to operate under the control of the Chief Hydrographer of the Navy.

The construction and maintenance of this vessel by the Government is in accordance with the recommendation of the Committee which was set up in October and only yesterday presented its interim report.—British Wireless.

caslon, Lady Clementi was presented with a bouquet of flowers. Mr. and Mrs. Ho Kom-tong then signed the book, and were followed by others present.

### Fruitful Results.

Mr. Ho Kom-tong in addressing the gathering said: Lady Clementi, ladies and gentlemen.

Not many months ago, I had the privilege of addressing you on the occasion of unveiling of the commemorative tablet in the mother Institute over the other side of the harbour. Under ordinary circumstances, I would feel in a somewhat apologetic state to speak again before this gathering, but the invitation to come here this afternoon and the pleasant duty assigned me, was so tactfully and charmingly conveyed by your Vice-President that I could scarcely do otherwise than to obey it.

It affords me great pleasure to celebrate, as one of the founders, with the members of the Helena May Institute, this happy event of the opening of a branch on this side of the Peninsula. It all goes to show that the work of the Institute is bearing fruitful results and slowly extending its beneficent influence far and wide. I earnestly hope that in the near future the wealthy and public-spirited citizens of the Colony will contribute generously towards the fund of putting up a building that will be equally as adequate, if not more so, as the one over in Hongkong.

The world is no longer slow to recognise the fact that the highest point of culture is to do everything possible to preserve, sustain and safeguard the womanhood of nation. A noted Englishman of letters has said in this respect, "I am quoting the exact words." "You have heard that flowers only flourish rightly in the garden of some one who loves them. I know you would like that to be true; you would think it a pleasant magic if you could flush your flowers into brighter bloom by a kind look upon them; nay, more, if your look had the power, not only to cheer, but to guard them, if you could bid the black blight turn away, and the knotted caterpillar spare—if you could bid the dew fall upon them in the drought, and say to the south wind, in frost—"Come, thou south, and breathe upon my gar-

## HOURS CONVENTION.

BRITAIN PREPARING TO RATIFY.

London, Jan. 24. Monsieur Albert Thomas, Director of the International Labour Office, reached London yesterday in response to an invitation from the Minister of Labour for consultation in connection with a Bill being drafted for the ratification of Washington Hours Convention.—British Wireless.

### RELIEF OF BYRD.

NO PRESENT SHORTAGE EXPERIENCED.

New York, Jan. 24. According to the New York Times, Commander Byrd's representative states that the expedition at present is not suffering from shortage of food and not rationed. They have means of supplying heat and maintaining wireless communication for some time. In the event of normal food supplies running out they can fall back on a diet of whale, seal and penguin.

It is expected here that the State Department's appeal for help to Great Britain and Norway will result in a way being found or forced through the ice pack.—Reuter's American Service.

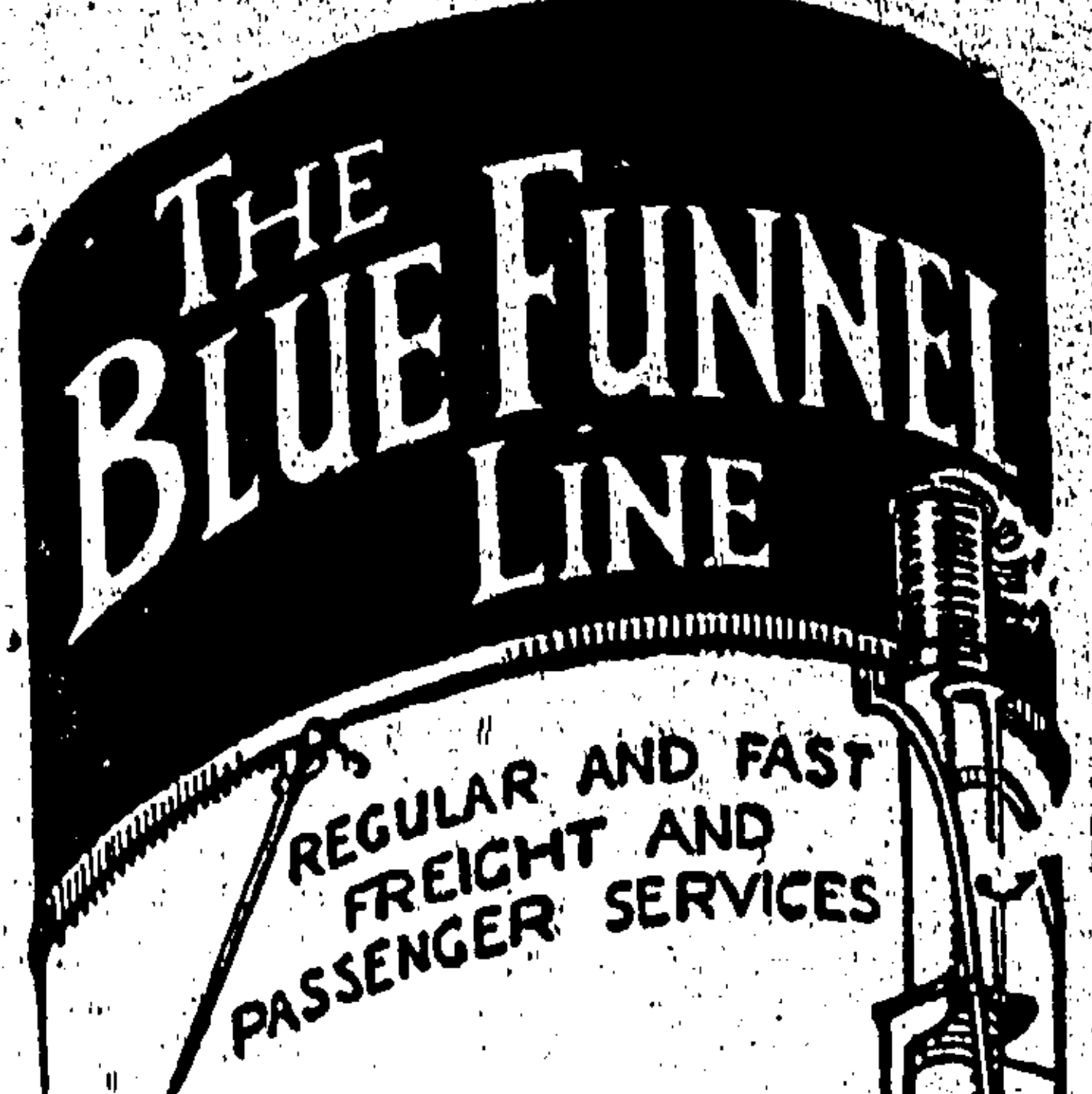
Oslo, Jan. 24. Norwegian whalers are of the opinion that Byrd's position is in nowise dangerous, and expect the ice to break up.—Reuter.

den, that the spices of it may flow out." Then the same writer goes on to drive home to our mind the greater reverence we should have for womanhood in these words: "And do you think it not a greater thing, that all this you can do, for fairer flowers than these—flowers that could bless you for having blessed them." The words that I want for my purpose in particular from the above quotation are "flowers that could bless you for having blessed them." A nation gets the type of womanhood according to its aspiration.

### International Fellowship.

In an intensely cosmopolitan city like Hongkong, it is a splendid centre to set up the lofty feminine ideal of the Anglo-Saxon and strengthen the bonds of international fellowship through art, music, literature and social service. The Helena May Institute stands for all these ideals and therefore it is an organization well worthy of the support of all nationals in this Colony.

I ought to say, too, that one primary reason for my coming here this afternoon is to avail myself of the opportunity to express to Lady Clementi, during her approaching departure, our sincere sentiments of respect and esteem which we entertain for her and which shall miss her presence in our midst. On behalf of the members of the Institute, let me have the pleasure of proposing a vote of thanks to Lady Clementi for having done us the honour of declaring this branch in Kowloon and for the deep interest that she has always taken in the social welfare in the Colony. We wish her a hearty farewell and trust that in the new sphere she and His Excellency the Governor will be attended with all happiness, health and prosperity.



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SIBIRIA MARU	Siboria Maru	Wednesday, 12th Feb.
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Hakozaki Maru	Hakozaki Maru	Saturday, 25th Jan.
Hakusan Maru	Hakusan Maru	Saturday, 30th Feb.
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Tango Maru	Tango Maru	Wednesday, 20th Mar.
BOMBAY via Singapore, Penang & Colombo	Yamagata Maru	Tuesday, 29th Jan.
Bengal Maru	Bengal Maru	Friday, 31st Jan.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama	Bokuyo Maru	Monday, 27th Jan.
SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports	Bingo Maru	Wednesday, 5th Feb.
NEW YORK, BOSTON via Panama	Atago Maru	Saturday, 1st Feb.
Kuma Maru	Kuma Maru	Thursday, 13th Feb.
LIVERPOOL via Port Said, Constantinople	Delagoa Maru	Monday, 17th Feb.
Genoa & Marseilles	Ceylon Maru	Wednesday, 29th Jan.
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TO OSAKA via AMOI, MOJI & KOBE	Kutsang Yuenang Suisang	Tues. 11th Feb at 7 a.m. Tues. 18th Feb at 7 a.m. Wed. 26th Feb at 7 a.m.
TO SINGAPORE PENANG & CALCUTTA	Kumsang Hosang	Sun. 26th Jan at noon Thurs. 13th Feb at 7 a.m.
TO SANDAKAN	Mausang Hinsang	Tues. 28th Jan at 3 p.m. Thurs. 6th Feb at noon
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## THE BURNS' NIGHT DINNER.

(Continued from Page 2.)

as you know, he tried to combine the duties of a civil servant with an interest in republican politics; writing immortal songs for which he refused the publishers' payment; rejecting journalistic offers from a London daily paper, and generously giving his good fellowship to whoever sought the inspiration of his company. And there he fell sick, and after five months of illness, died at the age of thirty-seven. Some writers base their interpretation of Burns on that period, and will not let us enjoy his poetry, in reminding us of his sad and early death. In this they would have received little encouragement from Burns. No man knew better than he that life is not to be measured by length of years, but by achievement. No man was more certain than he to join in that exultant shout.

Sound the clarion  
Fill the air,  
To all the sensual world proclaim,  
One glorious hour of crowded life  
Is worth an age without an aim.

His "Glorious Hour."

For the true appreciation of Burns, we must turn to that time which was his "glorious hour of crowded life." And that was the last year he spent as tenant of Mossiel near Mauchline. From the middle of the year 1785 to the middle of the year 1786, Burns, being then about twenty-five years of age, spent the most brilliant years of his life. In the summer of '85 he was writing verses for the amusement of a parish; by the summer of '86 it was discovered that they were poetry for the admiration of the whole world. It would be difficult to find in the whole history of literature a period in the life of any author to equal these months in energy, varied activity, enthusiasm, and inspiration. But they were not months of easy joy and assured success. His crops failed; his Jean refused to marry him; Highland Mary died; he was engaged in a struggle with the Inquisition-like power of the Kirk Session; he found himself an outcast; and he decided to migrate to Jamaica. Meanwhile he wrote his great epistles, his Hallowe'en, his address to the mouse, and to the daisy; described the cottage; Saturday night, and laughed the devil out of countenance.

ance. While his misfortunes reduced him to despair, his genius carried him up to fame. It was during this period, more than any other, that he fulfilled that great prophecy of manhood.

He'll have misfortunes great and small  
But ay a heart aboon them a'.

What mattered, after that, the social comedy of Edinburgh, the practical difficulties of Ellisland, or a poor man's dying sickness in Dumfries?

A French Critic.

Few of the critics of Burns have described that last year at Mossiel so thoroughly as a Frenchman called Angellier. It may surprise you to hear a reference to a French critic. There has been said that "criticism of Burns is only permitted to Scotchmen of pure blood." There is much truth in that idea. And we must look at the other side. What would Burns himself have thought of it? It must be remembered that as a boy he eagerly learned to read French; that he had a strong sense of the "aid alliance"; that, when an excise-man in Dumfries, he tried to send a present of four guns to France; although afterwards, when Britain declared war against France, he joined the volunteers to fight the French. It should also be remembered of Angellier that his book is one of the best ever written about Burns; that he seems to have read everything ever written by or about Burns, and to have visited every spot in Scotland ever visited by Burns; and that he translated nearly all Burns's poetry into French. I am sure you would be amused if I tried to quote some of his translations, but I might fail to do them justice. If ever Scottish troops go to fight in France again, I hope they will be given copies of these translations. It will be the quickest means for them to acquire a knowledge of the parts of the French language most useful to men in rural billets.

Spirit of Equality.

Nowadays it has become a habit to be dissatisfied with literature which is purely literature. Books are expected to have a purpose. A great writer is expected to influence his country as well as to entertain it. You all know how, after enjoying Dickens, we are asked to observe the effect which he had in reforming schools and in improving the conditions of the poor. I am not sure that it is necessary to apply this test to our authors. But

if we apply it to Burns he answers it thoroughly. As in the case of Dickens, his realistic and humorous descriptions of life worked reforms. How he has influenced the religion, the politics, and the social conditions of Scotland is a long story. But allow me to mention one instance. Scotland is justly proud of what text-books call her democratic institutions and her spirit of equality. The ideal of social equality, which so many countries have tried to achieve by political revolutions, was achieved in Scotland by the poetry of Burns. Since the time of Burns, it has been impossible for any man for being poor, to look up to any man merely for being rich. Scotland need have no fear of socialism, communism, or bolshevism so long as she remembers that

The rank is but the guinea stamp  
The man's the gold for a' that.  
No Fear of "Pussyfoot."

Nor need she ever fear that other great modern "ism"—pussy-footism—while she remembers that Robbie Burns wrote the greatest of known bachelors' songs

O Willie brewed a peck o' malt  
And Rob and Allan came to see.  
And so gentlemen, sharing with you these a mores and these thoughts of one who was not only our greatest poet, but also a great reformer of our politics, our religion and our social institutions, I give you "The Immortal Memory."

The toast was honoured in silence.

The Lassies.

In proposing "The Lassies," Mr. H. R. Forsyth said he found it a pleasant duty but one which he approached with some trepidation. As for the lassies, Burns himself had many affairs of his own. From his experience he had given them some of the most beautiful love songs that existed. He had never said anything derogatory about the lassies and his writings were in such a sceptical and humorous vein that there was no sting. The majority of Burns's writings were very precious to them and his satire was very good.

Mr. Forsyth continued that they could see the humour of Burns's comments on marriage and he (the speaker) thought that if Burns could but step into the twentieth century he would find the lassies still as buxom and attractive as he knew them in his lifetime. (hear, hear). With the present mode of living and the changed times, the women had encroached on what were formerly considered men's jobs. They had encroached very successfully in both business life and sport at which they were doing extraordinarily well.

In conclusion, the speaker remarked that Burns had always sponsored freedom and independence and what he wrote in his time was applicable to-day. As an example, Mr. Forsyth quoted their tricks and craft he put me deft,  
They've taen me in, an' a' that;  
But clear your decks, and here's  
"The Sea"  
Like the jades for a' that.

Dr. Nicolson Replies.

The reply, given by Dr. M. Nicolson, gave rise to much laughter. He said it was an honour for which he was unsuited. When asked by Mr. Bryden to perform the duty he had replied that he was no speaker and did not feel in any way qualified to answer for the lassies. (laughter). A few days later

## LINER GOES AGROUND.

ORSOVA MEETS MISHAP AT MORETON BAY.

Sydney, Jan. 23.  
The Orient liner Orsova grounded to-day in Fremantle Channel, Moreton Bay. Tugs have left to assist her in getting off.—*Reuter.*

Refloated Undamaged.

Sydney, Jan. 24.  
The a.s. Orsova has now been refloated, apparently undamaged.—*Reuter.*

back came the reply thanking him for agreeing to perform the duty. He was reminded of the classical saying that one could lead a horse to water but could not make him drink but that did not apply in the present case. They might be disappointed in his failure to do justice to the matter but he could claim no relationship with the gentleman from Rio de Janeiro (laughter and applause). No man could properly claim to represent the lassies on such an occasion, as it was generally conceded even from times immemorial that the lassies were well able, when occasion required, to do all the talking that might be necessary on their behalf (laughter). As for the modern lassie, if not so well advanced, she was certainly not more backward than her sisters who had gone before her as, no doubt, those among the gathering whose homes were adorned with them would bear out.—(laughter).

He continued, that the lassies wished to thank the "Trusty, Rusty Forsyth"—(laughter and applause), who had extolled them in such eulogistic terms and for the manner in which the company had responded to the toast. They were present in spirit and they would assuredly forgive those present who slightly overstepped the strict limits of sobriety on such an occasion.—(laughter).

Referring to Burns, Dr. Nicolson said that the poet understood the difficulties of women as well as men for he sang their praises in verses which would never die and which seemed to rather new vitality each successive year. The appreciation of the lassies was borne out by many a tale. The lassies, of course, would be the first to admit that they were not so perfect as they were sometimes painted.—(laughter).

If in the stress of modern times the lassies seemed to usurp the places of men in many walks of life, the impression was wrong. Their desire was not for victory but for beneficent co-operation. They had no wish to be merely masculine editions of the male, but truly understood that a house divided against itself could not stand.—(laughter).

Mr. G. Duncan was responsible for the decorations which were very effective, and Mr. P. W. Ramsey was in charge of the dinner and wines.

A most enjoyable entertainment was provided, those contributing being Mr. G. McLeod ("A Man's Man"), Mr. John Anderson ("My Joe"), Mr. J. Blackley ("Gae Bring to me a Pint o' Wine") and "Green Grow the Rashes O'", and Mr. W. N. Fleming (humorous stories). The general company sang "There was a Lad."

## CONSIGNEES' NOTICE.

WILH. WILHELMSSEN.

THE NORWEGIAN AFRICA & AUSTRALIA LINE.

The Steamship, "TAIWAN" having arrived from Norway via ports on the 23rd January Consignees of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous, hazardous and/or extra hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd., whence delivery may be obtained. Goods not cleared after the 30th January, will be subject to rent.

All broken, chafed and damaged packages are to be left in the godown where they will be examined on the 28th January at 10 a.m. No claims will be admitted unless notified and/or application for survey made in writing within seven days after landing of the goods, or in any case before the goods are taken delivery of.

Claims will not be recoverable unless complete accounts are sent in within fourteen days of final discharge of vessel.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by

THORESEN & CO., LTD., Agents.

Hongkong, 23rd January, 1930.

## LOCAL DIVIDENDS.

FERRY COMPANY PAYS AN INCREASE.

Subject to audit, The "Star" Ferry Co., Ltd. report that the balance at Profit and Loss Account for the year ended 31st December, 1929, is \$314,448.65, which together with \$40,038.34 brought forward from the previous year makes a total of \$354,487.03 available for appropriation.

The Directors will, at the approaching meeting of Shareholders, recommend the following distribution:—  
To pay a Dividend of \$2.00 per share and a Bonus of \$2.00 per share, \$320,000.00.  
To carry forward \$34,487.03.

The Dairy Farm.

Subject to audit, the Directors of The Dairy Farm, Ice and Cold Storage Co. Ltd., recommend the payment of a dividend of \$1.50 per share on 200,000 shares, absorbing \$300,000; to add to General Reserve \$50,000, to carry forward \$26,439.68.

## AMHERST SOLD.

LOW PRICE PAID FOR RIVER STEAMER.

Put up for public auction at the China Auction Rooms yesterday afternoon, the a.s. Amherst, which has been for sometime lying idle at Shamshui, was sold to Mr. Li Tung-hoi after only one bid for \$11,000.

Bidding commenced at \$10,000, Mr. Li being the only one to offer a higher price.

The Amherst is a steel single screw river steamer and flies the Portuguese flag. With a net tonnage of 241, she has a length of 130.1 feet, a beam of 25.1 feet and a depth of 10 feet.

Asked what he had decided to do with the Amherst, Mr. Li said nothing definite had been settled. She might be broken up, he added.

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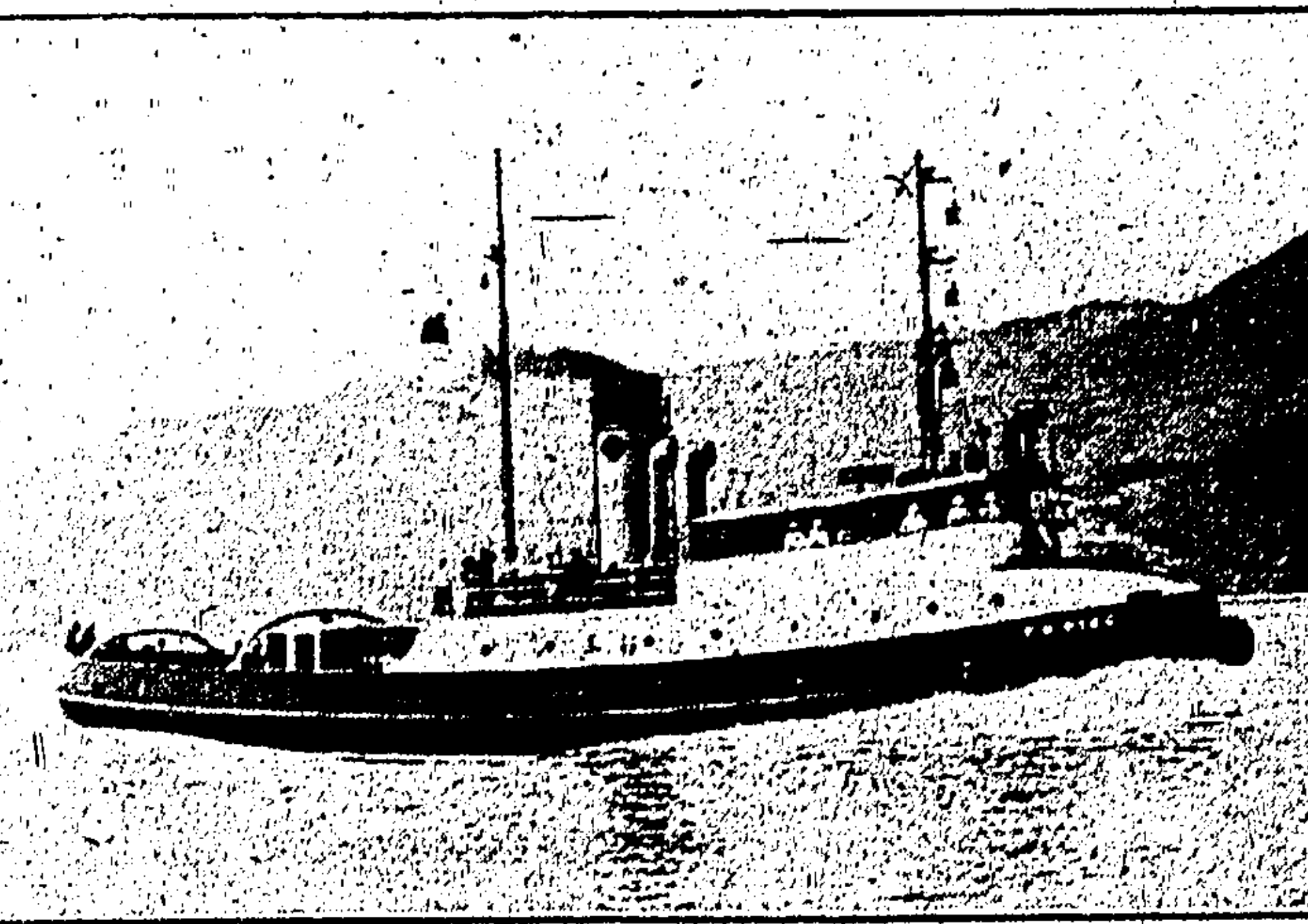
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Pres. Harrison ... Sun., Feb. 9, 8 a.m. Pres. Wilson ... Sun., Mar. 23, 8 a.m.

Pres. Johnson ... Sun., Feb. 23, 8 a.m. Pres. V. Buren ... Sun., Apr. 6, 8 a.m.

To Manila

Pres. Adams ... Jan. 26, 8 a.m. Pres. Harrison ... Feb. 9, 8 a.m.

Pres. Jefferson ... Jan. 23, 6 p.m. Pres. Lincoln ... Feb. 11, 6 p.m.

Pres. Grant ... Feb. 1, 6 p.m. Pres. Cleveland ... Feb. 16, 6 p.m.

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KIDDERPORE	5,334	19th Feb.	Straits, Colombo & B'bay
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TAKLIWA	7,936	23rd Feb.	S'pore, Penang & Calcutta
TILAWA	10,006	27th Feb.	S'pore, Penang & Calcutta
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NELLORE	6,853	31st Jan.	Manila, Sandakan, Thura
TANDA	6,956	28th Feb.	Island, Townsville, B'bane
ST. ALBANS	4,500	4th Apr.	Sydney and Melbourne.

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KASHMIR	8,985	28 Jan. 6 a.m.	S'hai, Moji, Kobe & Yokohama
TAKLIWA	7,936	29th Jan.	Amoy, S'hai, Moji, Kobe & Onaka
MACEDONIA	11,120	31st Jan.	S'hai, Moji, Kobe & Yokohama
TANDA	6,956	4th Feb.	Moji, Kobe, Osaka & Yokohama
TILAWA	10,006	6th Feb.	Amoy, Moji, Kobe & Onaka

All dates are approximate and subject to alteration without notice.

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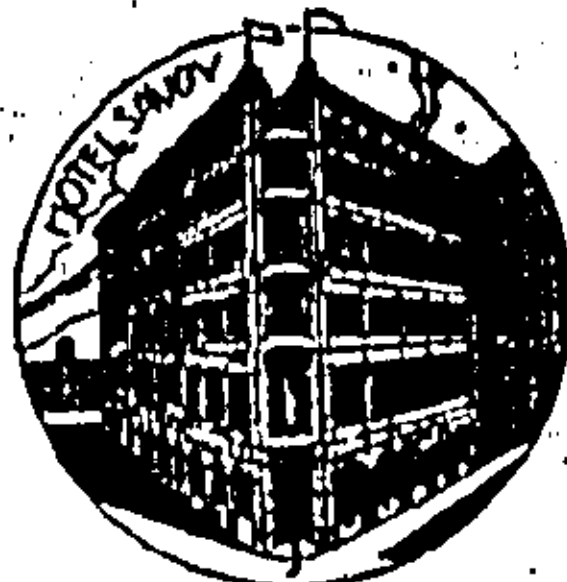
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## INFORMAL NAVAL MEETING.

GETTING MACHINERY INTO  
WORKING ORDER.

### EXPERTS CONFERRING.

London, Jan. 24.  
The delegates to the Naval Conference express satisfaction with the progress so far made in getting the machinery of the conference into working order.

The Prime Minister and the heads of the other delegations are following the plan of getting the problems brought under the active consideration of the interested parties, and for this purpose to-day there were several informal meetings.

This morning, the full delegations of France and the United Kingdom met at No. 10, Downing Street, to consider the report which the committee of experts had been asked to prepare.

A communiqué stated that this report shows encouraging results on certain points and it was decided to invite the experts to continue their conversations.

After the members of the French delegation had withdrawn, the Italian delegates were received by the Prime Minister and the other members of the United Kingdom delegation, and the general business of the conference was discussed.

Room for Pressmen.

London, Jan. 24.  
Mr. Stimson, addressing pressmen, referred to the disappointment at the absence of the press at yesterday's conference. Mr. Stimson said that he saw no reason therefore, except the lack of space and he was going to recommend the American delegation to give up three seats to enable three American news agencies to be represented in future. He hoped that other delegations would follow suit.

This afternoon, after dealing with some matters of domestic politics the Prime Minister will leave for Chequers, where he will spend the week-end.

Lord Mayor's Banquet.

The Lord Mayor of London welcomed the delegations at a reception and banquet at the Guildhall last night. In proposing the toast of "Success to the Conference" the Lord Mayor referred to the great task before the delegates. He said: "There are of course numerous difficulties, some obvious and some obscure, but none of them ought to be insuperable, if approached in the spirit of business common-sense, goodwill and co-operation."

The French Premier, Monsieur Tardieu, responding on behalf of the foreign delegations said, "We are servants of peace and it is our hope on the one hand to diminish by suitable agreements the danger of conflict and, on the other, to make peace less onerous and more secured by reducing the burden which unlimited competition in naval expenditure has imposed upon the world. If we are all driving for the same goal, how shall we fail to reach an agreement in regard to the means."

Britain's Role.

Observing that they desired that the magnitude of the enterprise should be appreciated, he nevertheless declared in the name of all—Americans, French, British, Italians and Japanese—that they counted upon success. "The City of London now welcomes us realising that when it comes to preserving peace in far distant lands and among different races, Great Britain can claim to have played the finest role that human genius could conceive. My country, above all others, is less able to understand this role played by Great Britain in the light of our own brief colonial experience. We must have a long vision. Our difficulties are rather in our habits of thought than in the questions themselves. We shall, however, overcome them."

Mr. Ramsay MacDonald, who proposed the toast of the Lord Mayor and Corporation, said that the Naval Conference in the task that it would do its best to fulfil, had a strange combination of business idealism, of political wisdom and of capacity to understand what was essential for the foundation of national greatness.

—British Wireless and Reuters.

### FOREIGN OFFICE.

SIR R. VANSITTART'S NEW SECRETARY.

London, Jan. 24.  
Sir Robert Vansittart, Permanent Under-Secretary for Foreign Affairs, has appointed Mr. Clifford Norton to be his Private Secretary in place of Mr. G. N. M. Bland, who has been appointed Counsellor of His Majesty's Embassy in Brussels. —British Wireless.

## CORRESPONDENCE.

[To The Editor of Hongkong Telegraph.]

The Currency Problem.

Sir,—I am glad to see, from the last paragraph of his letter, that "Bedlam" is beginning to take a little intelligent interest in currency affairs. His initial criticism betrays a very superficial knowledge of the subject, but far be it from me to willfully discourage him in his endeavours to feel his way into the world of finance. With your permission, I shall do my best to enlighten him upon the part which Hongkong has played in the silver slump.

Before the "reversion" in October, I attributed the note premium to an abnormally high demand in South China for our paper. This has since been borne out by the fact that, despite all our efforts to circulate silver, the premium still obtains. We have deliberately pulled down the purchasing power of our notes and as the preference for paper still held good, silver was inevitably forced down by the deflation policy.

Within the last few months silver has been imported (a demand admittedly tending to uphold its price) and profitably exchanged for sterling or Hongkong paper. A demand for sterling with a plentiful supply for the white metal could only have one result—a fictitious reflection on silver's integrity with an unavailing drop in its sterling worth.

I repeat that where this Colony made its big mistake, was in not fully investigating the paper premium before tampering with the October position.

"Cynics" has proved a broken reed. Sarcasm and ridicule are very convenient emergency exits to him who has cast his last javelin.

And now that all adverse press criticism has evidently been stamped out, the Advisory Committee can proceed to carry out its reforms with the confidence derived from the belief that "right is might."

Yours, etc.,

ONLOOKER.

Secretary, K.E.C.A.C.

Kowloon, Jan. 24th, 1930.

Excepting for any new aspects which may be raised, and seriously dealt with, the correspondence on this subject is closed.—Ed H.K.T.]

## TENDERS ACCEPTED.

TWO-ROAD CONSTRUCTION  
SCHEMES.

The Government has accepted the following tenders:  
Mr. Man Gang, \$7,881.50 for formation of site and road at Fung Yuen.

Messrs. Ho Hin Hing & Son, \$2,683.50 for formation of site and road at Pan Chung and Mui Sha Ha.

For the making up of winter uniforms:—Messrs. A. Yuen, office attendants, \$1 per suit; Messrs. Tung Hing Co., messengers, 75 cents per suit; Messrs. Tung Hing Co., R.T.O. messengers, \$1; Messrs. Ah Men Hing Cheong, waterworks inspectors, \$4.25; Messrs. Ah Men Hing Cheong, motor drivers, \$4.25; Messrs. Ah Men Hing Cheong, fan and light inspectors, \$4.25; Messrs. Ah Men Hing Cheong, lift attendants, \$3.35; Messrs. Ah Men Hing Cheong, foreman drain tester, \$3.35; Messrs. Ah Men Hing Cheong, Peak watchman, \$3.35; Messrs. Ah Men Hing Cheong, Indian watchman, \$3.35; Messrs. Ah Men Hing Cheong, cleaners, \$3.35; Messrs. Ah Men Hing Cheong, custodians, \$3.35; Messrs. Ah Men Hing Cheong, caretaker, \$3.35; Messrs. Ah Men Hing Cheong, watchmen, \$2.85.

## POWER FROM GRAVITY

EXPERTS' APPROVAL OF  
CLAIM BY BELGIAN.

Brussels, Dec. 20.

The machine invented by M. Charles Clabot, a Belgian State official, for generating electricity by the application of gravitational force (described in the Morning Post last July), has been examined by a number of scientists and engineers, who were anxious to hear the details of the invention.

In their reports they declare that the principal of the invention, an entirely new one, based on equilibrium, is sound. As for the machine itself they emphasize that it is subject to modification and might perhaps be simplified.

They conclude: "When it is remembered that this is a first model—and a machine is never finished—it can be said that it is very cleverly contrived."

Fifty per cent. of the electricity generated by M. Clabot's machine is used to keep it working, while the other fifty per cent. can be employed for lighting, heating, or power, and represents the useful energy of the machine.

M. Clabot claims that his invention will enable electric current to be supplied at a cheaper rate than is possible by existing methods. He has patented the invention in Belgium, England, Canada, and the United States.

## GERMAN SHIPPING DISASTER.

CAPTAIN GOES DOWN WITH HIS SHIP.

### "MONTE CERVANTES."

Buenos Aires, Jan. 24.

Great anxiety is felt for the position of sixteen hundred passengers and crew of the German liner Monte Cervantes, which struck a rock near Tierra Del Fuego, in the Straits of Magellan on the 22nd.

The Monte Cervantes was badly holed in the bows and quickly submerged, but the passengers and crew were put ashore at Ushuaia, a prison colony containing the most notorious prisoners of the Argentine.

Ushuaia has very few buildings and no proper accommodation for so many people. The liner Monte Sarmiento is hastening to Ushuaia to take off the stranded passengers but she only has accommodation for six hundred persons.

The death penalty is non-existent in Argentina and the worst malefactors are sent to Ushuaia. The prisoners now there include an anarchist who in 1909 bombed and killed the chief of the Buenos Aires police and another is a German convicted of killing and quartering one of his friends.

Later.  
The Monte Cervantes suddenly heeled over and sank last night, her master, Captain Dreyer going down with his ship.

A skeleton crew which was left aboard narrowly escaped with their lives.—Reuters' American Service.

## "ELECTION WON BY PROMISES."

MR. BALDWIN ON THE  
LABOUR "FAILURE."

"The last election was won by promises," declared Mr. Baldwin at the Albert Hall recently.

"I have fought through many elections," he went on, "but I have never known promises so wild. And though I do not doubt the good faith of many who made those promises, many must have known the insincerity of them."

"It is like a firm in business drawing bills, the directors knowing that those bills will never be met. The clerks who enter them in the bill books may have no doubt of the solidity of the firm, but at the end of three months or six months the fate of the promises made last May is known throughout the country."

Hot Air to Cold Facts.  
"In five months we have got away from hot air to cold facts, and before long the facts will be colder still."

"With such a heritage from the General Election the Government had carried into office the seeds of their own dissolution. They may tread in our footsteps, they may follow the trail that we blazed, but that will not save them."

"At first it was roses, roses, all the way. But to-day the glamour is wearing off; the Government stock is falling. Is nothing rising to compensate it? Yes, unemployment and expenditure and before long the cost of living will follow."

Empire Markets.

Mr. Baldwin went on to say that the only expanding markets in the world—the only markets in whose expansion we might take part without fighting to rob someone else of their share, lay in the Empire in the New World.

Having paid a tribute to Lord Beaverbrook for bringing before the country the idea of which we had heard too little in recent years of a united Empire, he said he believed a close co-operation throughout our Empire was possible and would be a great benefit to all parts of the Empire.

## A.B.C. MANAGEMENT.

MR. ARTHUR PEARCE'S ACTION  
FOR BREACH OF CONTRACT.

London, Dec. 21.

The meeting of the Aerated Breach Company at the Central Hall yesterday lasted two hours.

Lord Greenwood (the Chairman) referred in detail to Sir W. Harry Peat's report, maintaining that it constituted a serious indictment of the past management.

As to the Managing Director, Mr. Arthur Charles Pearce, the Chairman stated that he could say no more at present than had been stated in the directors' report, inasmuch as Mr. Pearce had commenced a suit against the company for breach of contract. The board, in consequence of Mr. Pearce's action, might have to ask the shareholders to remove him from the board.

The engagement of the General Manager had been terminated and the office of Administrative Adviser abolished.

The report was adopted with some dissentients. Mr. Pearce did not address the meeting.

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